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EngineComponents

PIERBURG

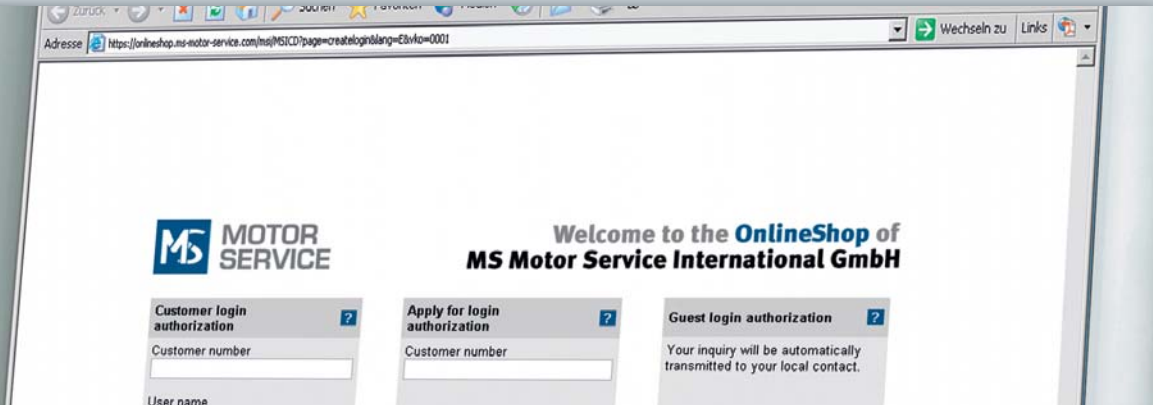
2011



Heavy Duty Catalogue



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Abkürzungsverzeichnis – bitte aufklappen
List of abbreviations – please fold out
Liste des abréviations – dépliez s.v.p.
Lista de abreviaturas – por favor desdoble
Перечень сокращений – пожалуйста раскройте



	DE	EN	FR	ES	RU
	Motor	Engine	Moteur	Motor	Двигатель
	Fahrzeug	Vehicle	Véhicule	Vehículo	Транспортное средство
B / D / G / AL / GF	Benzin / Diesel / Gas / Alkohol / Flüssiggas (Propan/Butan)	Gasoline / Diesel / Gas / Alcohol / Liquefied gas (propane/butane)	Esence / Diesel / Gaz / Alcool / Gaz liquide (propane/butane)	Gasolina / Diesel / Gas / Alcohol / Gas líquido (propane/butano)	Бензин / Дизель / Газ / Алкоголь / Сжиженный газ (пропан/бутан)
	Zylinderdurchmesser	Diameter of cylinder	Diamètre des cylindres	Diámetro del cilindro	Диаметр цилиндра
	Kolben	Pistons	Pistons	Pistones	Поршни
FBO	Kolben mit Formbolzen	Piston with shaped piston pin	Piston à axe profilé	Pistón con bulón perfilado	Поршень с формовым пальцем
GEC	Gusseisen-Zylinderbuchse	Cast Iron Cylinder	Cylindre en fer coulé	Camisa de hierro fundido	Чугунная гильза цилиндра
HK	Kolben mit Bodenüberhöhung (Hochkolben)	Piston with excess compression height	Piston à tête bombée	Pistón con cabeza sobreelevada (pistón subido)	Поршень с превышением днища (поршень с повышенной компрессионной высотой)
HKÜ	Übermaßkolben mit abgesenkter KH	Oversize Piston with reduced compression height	Piston en cote réparation à hauteur d'axe modifiée	Pistón en sobremedida con altura de compresión reducida	Поршень ремонтного размера с заниженной компрессионной высотой
K	Klemmpleuel	Conrod with fixed pin	Bielle à serrage	Biela de sujeción	Шатун прессовой посадки
KBB	Kolben mit Bolzenbuchse	Piston with piston pin bushings	Piston avec des bagues	Pistón con bujes	Поршень с втулкой пальца
KH-	Minus Kompressionshöhe	Minus compression height	Moins hauteur de compression	Menos altura de compresión	Минус высота головки поршня
KKK	Kolben mit Kühlkanal	Piston with cooling channel	Piston avec canal de refroidissement	Pistón con canal de refrigeración	Поршень с охлаждающим каналом
LOX	Kolben mit eloxiertem Boden	Piston with hard anodized crown	Piston à tête anodisée	Pistón con cabeza anodizada	Поршень с анодированным днищем
PK	Presskolben	Forged Piston	Piston forgé matricé	Pistón forjado	Прессованный поршень
PSK	Pendelschaftkolben	Articulated piston	Pistons articulés	Émbolo de vástago pendular	Составной поршень
RK	Segmentstreifenkolben	Segment Strip Piston	Piston à plaquettes rétentrices	Pistón con chapas reguladoras	Терморегулируемый поршень с сегментной вставкой
RTK	Ringträgerkolben	Ring Carrier Piston	Piston à bague porte segments	Pistón con inserto	Поршень с упрочняющей вставкой для кольца
SRK	Ringstreifenkolben	Ring Belt Piston	Piston à rondelle rétentrice	Pistón con aro oculto de dilatación controlada	Поршень с терморегулирующей кольцевой вставкой
TPL	Trapezpleuel	Keystone Conrod	Bielle trapézoïdale	Biela trapezoidal	Трапециевидный шатун
URK	Kolben mit unterem Ring	Piston with ring below pin bore	Piston à segment inférieur	Pistón con rascador de aceite por debajo del bulón	Поршень с нижним кольцом
	Kolbenringsätze	Piston Ring Sets	Jeux de segments	Juegos de segmentos	Комплект поршневых колец
CR	Verchromt	Chromium plated on all sides	Surface de course chromée	Cromado	Хромированное
FX	Ferroxgefüllt	With ferrox insert	Enrichi de ferrox	Recubierto de Ferrox	Феррооксидированное
G1-G7	Ring aus Sonderwerkstoff	Ring of special material	Segment en matériau spécial	Segmento de material especial	Кольцо из специального материала
MO	Molybdänbeschichtet	Molybdenum-filled periphery	Surface de course molybdène	Cara de trabajo molibdeno	Молибденированное
NT	Nitriert	Nitrited	Nitrué	Nitrado	Нитрированное
PC	Plasmabeschichtet	Plasma coated	Couche plasma	Capa plasma	С плазменным покрытием
SEF	Ölschlitzring mit Expanderfeder	Slotted oil control ring with expander	Segment racleur d'huile à fentes avec ressort expandeur	Segmento rascador de aceite con expansor	Маслосъемное поршневое коромысло с прорезями и с расширителем
SM	Schwachminutenring	Slightly tapered ring	Segment faiblement conique	Segmento ligeramente cónico	Коническое поршневое кольцо с уменьшенным углом наклона рабочей поверхности
SN	Verzinkt	Tin plated	Etamé	Estañado	Лужённое
ST	Stahl-Ring	Steel ring	Segment en acier	Segmentos de acero	Стальное кольцо
	Assemblies	Kit Sets	Ensembles	Conjuntos	Сборочные комплекты
	Zylinderlaufbuchsen	Cylinder Liners	Chemises de cylindre	Camisas de cilindro	Гильзы цилиндров
K	Kompressorzylinder	Compressor cylinder	Compresseur cylindre	Cilindro compresor	Цилиндр для компрессора
N	Nasse Zylinderbuchse	Wet cylinder liner	Chemise humide	Camisa de cilindro mojada	Мокрая гильза цилиндра
R	Rippenzylinder	Air-cooled cylinder	Cylindre à ailettes	Cilindro nervado	Цилиндр с ребрами
SEMI	Vorbearbeitete Zylinderbuchse	Semi-finished cylinder liners	Chemises ébauchées	Camisas de diámetro interior semiacabado	Подготовленная гильза цилиндра
T	Trockene Zylinderbuchse	Dry cylinder liner	Chemise sèche	Camisa de cilindro seca	Сухая гильза цилиндра
X	Feuerring	Fire ring	Segment d'étanchéité	Anillo de fuego	Огневое кольцо
Y	Freidrehung	Relief	Rotation libre	Giro libre	Расточка
	Pleuelstangen	Connecting Rods	Tiges de Bielle	Bielas	Шатуны
PP	Parallelpleuel	Conrod parallel	Bielle parallèle	Biela paralela	Шатун с параллельными сторонами
TP	Trapezpleuel	keystone conrod	Bielle trapézoïdale	Biela trapezoidal	Трапециевидный шатун
	Wasserpumpen	Water Pumps	Pompes à eau	Bombas de agua	Водяные насосы
	Ölpumpen	Oil Pumps	Pompes à huile	Bombas de aceite	Масляные насосы
	Nockenwellen	Camshaft	Arbre à Cames	Juegos de Árboles de levas	Распределительные валы

	DE	EN	FR	ES	RU
	Stößel	Tappet	Poussoir	Empujador	Толкатели
	Kipp-/Schlepphebel	Rocker Arm / Cam Follower	Culbuteur Distribution	Balancín / Palanca de arrastre	Коромысла / балансиры
	Kurbelwellen	Crankshafts	Vilebrequins	Cigüeñales	Коленчатые валы
	Gleitlager	Engine Bearings	Coussinets	Cojinetes de fricción	Подшипники скольжения
AS	Anlaufscheiben	Thrust bearing	Rondelles de guidage	Arandelas de empuje axial	Регулировочные шайбы
BU	Diverse Buchsen	Various bushes	Diverses bagues	Bujes diversos	Различные втулки
HL	Hauptlager	Main bearing	Coussinets principaux	Cojinete principal	Коренные подшипники
KH-B	Kipphebelbuchsen	Rocker arm bush	Bagues du culbuteur	Bujes de balancín	Втулки коромысел
NW-L	Nockenwellenlager	Camshaft bearing	Coussinets d'arbre à cames	Cojinete de eje de levas	Вкладыши распределительного вала
PASS-L	Paßlager	Flanged bearing	Coussinets de butée	Cojinete de empuje	Упорные подшипники
PL	Pleuellager	Conrod bearing (big end)	Coussinets de bielle	Cojinete de biela	Шатунные подшипники
PL-B	Pleuelbuchsen	Conrod bush (small end)	Bagues de bielle	Bujes de biela	Втулки нижних головок шатунов
PL-L	Pleuellager für Kompressoren	Conrod bearing (big end) for compressor	Coussinet de bielle pour compresseur	Cojinete de biela para compresor	Шатунные подшипники для компрессоров
	Zylinderkopfkompontenten	Cylinder Head Components	Composant de Culasses	Componentes de la Culata	Составные части головки блока цилиндров
CAM	Nockenwelle	Camshaft	Arbre à cames	Árbol de levas	Распределительный вал
CB	Zylinderkopfschrauben	Cylinder head bolt	Vis de culasse	Tornillos de anclaje	Болт крепления головки блока цилиндров
EVV	Konstantdrosselventil	Constant throttle valve	Papillon constant	Válvula de estrangulamiento constante	Нерегулируемый дроссельный клапан
G	Ventilführung	Valve guide	Guides-soupapes	Guías de válvula	Направляющая втулка клапана
PC	Vorkammer	Pre-combustion-chamber	Pré-chambre	Precámara de combustión	Предкамера
S	Ventilsitzring	Valve seat insert	Siège de soupape	Insertos de asiento de válvula	Кольцо седла клапана
SB	Stehbolzen	Stud bolt	Boulon fileté	Tornillos espárragos	Шпилька, распорный болт
V	Ventile	Valves	Soupapes	Válvulas	Клапаны
	Ventile	Valves	Soupapes	Válvulas	Клапаны
		1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26			
	Ventilführungen	Valve Guides	Guides de Soupape	Guías de Válvula	Направляющие клапанов
	Ventilsitzringe	Valve Seat Inserts Material	Matériau de Bagues de Siège de Soupape	Materiales de Asientos de Válvula	Кольца седла клапана
	Ventilkegelstücke	Valve Cotters	Clavettes de Soupape	Chavetas de Válvula	Сухари клапанов
	Filtertyp	Filter Type	Type de filtre	Tipo de filtro	Тип фильтра
AC	Innenraumfilter, Standard	Standard Cabin Filter	Filtre d'habitacle standard	Filtro de habitáculo estándar	Воздушный фильтр для салона автомобиля, стандартный
ACC	Innenraumfilter mit Aktivkohle	Cabin Filter with activated Carbon	Filtre d'habitacle avec carbon actif	Filtro de habitáculo con carbón activo	Воздушный фильтр для салона с активированным углем
AD	Lufttrockner	Air Dryer	Dessiccateur d'air	Secador de aire	Воздухоосушитель
AP	Luftfilter, Panel	Panel Air Filter	Filtre à air, plat	Filtro de aire, plano	Воздушный фильтр, панель
AR	Luftfilter, rund	Round Air Filter	Filtre à air, rond	Filtro de aire, redondo	Воздушный фильтр, круглый
CS	Kühlmitelfilter	Coolant Filter	Filtre pour eau de refroidissement	Filtro para agua de refrigeración	Фильтр охлаждающего средства
FC	Kraftstoff-Filtereinsatz	Fuel Filter Cartridge	Cartouche de filtre à carburant	Cartucho de filtro de carburante	Топливный фильтрующий элемент
FP	Kraftstoff-Leitungsfilter	Fuel Pipe Filter	Filtre pour conduite de carburant	Filtro para tubería de carburante	Топливный фильтр в трубопроводе
FS	Kraftstoff-Anschraubfilter	Spin-on Fuel Filter	Filtre à carburant de remplacement	Filtro de carburante de recambio	Навинчиваемый топливный фильтр
FX	Kraftstoff-Filtereinsatz, metallfrei	Fuel Filter Cartridge, metalfree	Cartouche de filtre à carburant sans métal	Cartucho de filtro de carburante sin metal	Безметаллический фильтрующий элемент топливного фильтра
E...	ENERGETIC®	ENERGETIC®	ENERGETIC®	ENERGETIC®	ENERGETIC®
OC	Öl-Filtereinsatz	Oil Filter Cartridge	Cartouche de filtre à huile	Cartucho de filtro de aceite	Масляный фильтрующий элемент
OH	Öl-Hydraulikfilter	Hydraulic Oil Filter	Filtre à huile hydraulique	Filtro de aceite hidráulico	Масляный гидравлический фильтр
OS	Öl-Anschraubfilter	Spin-on Oil Filter	Filtre à huile de remplacement	Filtro de aceite de recambio	Масляный привинчиваемый фильтр
OT	Automatik-Getriebeölfilter	Automatic Transmission Oil Filter	Filtre à huile de boîte de vitesses automatique	Filtro de aceite de caja de cambios	Фильтр трансмиссионного масла для автоматической коробки передач
OX	Öl-Filtereinsatz, metallfrei	Oil Filter Cartridge, metalfree	Cartouche de filtre à huile sans métal	Cartucho de filtro de aceite sin metal	Безметаллический фильтрующий элемент масляного фильтра
OZ	Öl-Zentrifugalfilter	Oil Centrifuge Filter	Filter à huile centrifuge	Filtro de aceite centrifugo	Фильтр центробежной очистки масла
UX	Harnstofffilter	Urea filters	Filtres d'urée	Filtro de urea	Фильтр в системе мочевинового впрыскивания
	Vergleichsliste Filter – im Anhang	Cross reference list of filter – in the appendix	Liste de correspondances de filtres – dans l'annexe	Lista de referencias de filtros – en el anexo	Списки сравнения фильтров – в приложении
	Kraftstoffversorgung	Fuel Supply	Alimentation en carburant	Alimentación de combustible	Снабжение топливом
	Vakuumpumpen	Vacuum Pumps	Pompes à vide	Bombas de vacío	Вакуумные насосы
	Luftversorgung	Air Supply	Alimentation en air	Alimentación de aire	Снабжение воздухом
	Schadstoffreduzierung	Emission Control	Réduction des émissions nocives	Reducción de sustancias nocivas	Снижение содержания вредных веществ
	Steuerung und Regelung	Control and Regulation	Commande et régulation	Mando y reglaje	Управление и регулирование



2011

HEAVY DUTY CATALOGUE

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Motorenteile in Erstausrüster-Qualität

Landmaschinen, Baumaschinen, Förderfahrzeuge, Industrieanlagen, Anlagen im Bergbau und zur Rohstoffgewinnung werden von Motoren angetrieben, die meist extremen Belastungen ausgesetzt sind. Eine regelmäßige Wartung mit dem erforderlichen Austausch von Verschleißteilen ist aufgrund der hohen Anforderungen an die Standzeiten ein Muss.

Aus dieser Tatsache heraus ist die gesamte Branche an der schnellen und flächendeckenden Verfügbarkeit von Ersatzteilen in höchster Qualität besonders interessiert. Dieser Anforderung stellt sich MSI Tag für Tag. Als großer, leistungsfähiger und renommierter Ersatzteillieferant bieten wir für viele Motoren aus diesem Bereich Ersatzteile in Erstausrüster-Qualität an.



Qualitätsmanagement

Zum Zeichen, dass unser Qualitätsmanagement die Anforderungen der einschlägigen internationalen Normen erfüllt sind wir nach ISO 9001 zertifiziert. Viele unserer Kunden, insbesondere die weltweit bekannten Fahrzeughersteller stellen weitergehende Forderungen an unser Haus. Für das Qualitätsmanagement sind diese Forderungen in dem Internationalen Standard ISO/TS 16949 zusammengefasst. Um den Kundenwünschen gerecht zu werden und um zu zeigen, dass wir auch diese, weit über die Anforderungen der ISO 9001 hinausgehenden Verpflichtungen erfüllen, haben wir unser Qualitätsmanagement auch nach dieser ISO/TS 16 949 zertifizieren lassen. Sollte trotz der laufend durchgeführten Kontrollen während des Produktionsprozesses und der gründlichen Endkontrolle ein Material- oder Fertigungsfehler auftreten, übernehmen wir selbstverständlich innerhalb der

Verjährungsfrist entweder die Instandsetzung des Motors oder den Ersatz des beanstandeten Erzeugnisses. Derartige Beanstandungen müssen uns binnen einer Frist von 30 Tagen nach Auftreten des Schadens schriftlich mitgeteilt werden. Die Verjährungsfrist für Mängelansprüche beträgt 24 Monate, gerechnet ab Ablieferung der Sache. Mängelansprüche erlöschen, wenn der Liefergegenstand von fremder Seite oder durch Einbau von Teilen fremder Herkunft verändert wird, es sei denn, dass der Mangel nicht in ursächlichem Zusammenhang mit der Veränderung steht. Sie erlöschen weiter, wenn Handhabung und Einbau nach geltender Vorschrift nicht befolgt wurde. Normaler Verschleiß und Beschädigung durch unsachgemäße Behandlung sind von der Gewährleistung ausgeschlossen.

Umweltmanagement

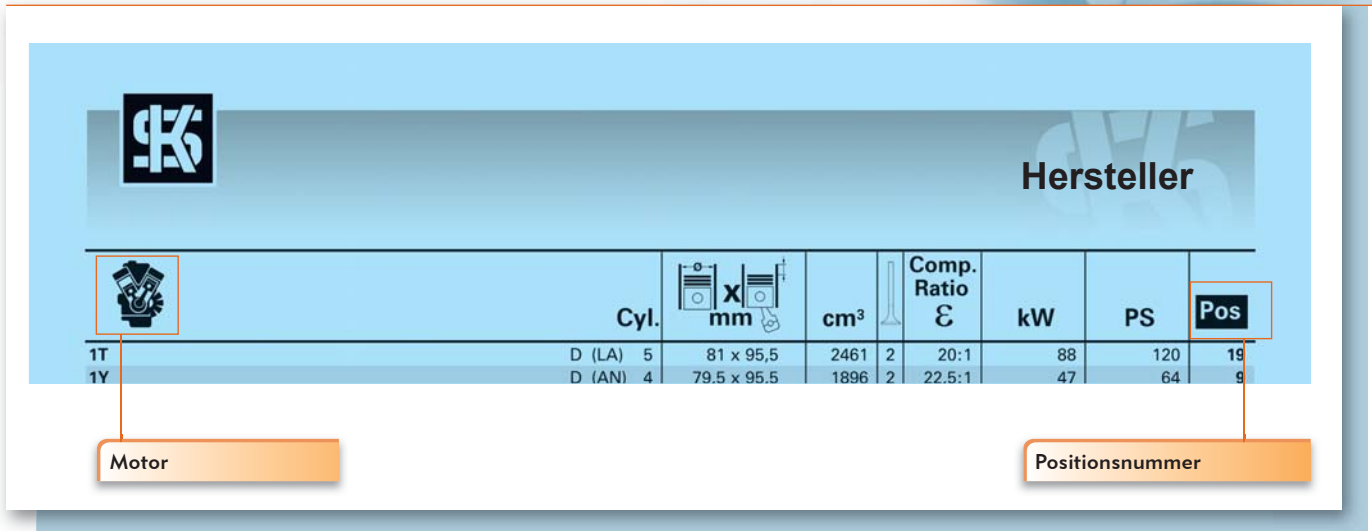
Verantwortungsvoller Umgang mit Ressourcen, der Schutz unserer Umwelt und die Einhaltung aller relevanten gesetzlichen Verpflichtungen ist für eine langfristige Zusammenarbeit mit allen unseren Partnern von großer Bedeutung. Dies waren die Gründe, die uns motivierten die Anforderungsnorm für Umweltmanagementsysteme ISO 14001 zu erfüllen und unsere Organisation zertifizieren zu lassen.

Hinweise zur Benutzung des Kataloges

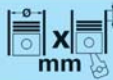

DEUTSCH

Motorenindex

Am Anfang des jeweiligen Herstellers befindet sich eine ausführliche Suchhilfe. Die Motorenbezeichnung sind aufsteigend alphanumerisch sortiert.



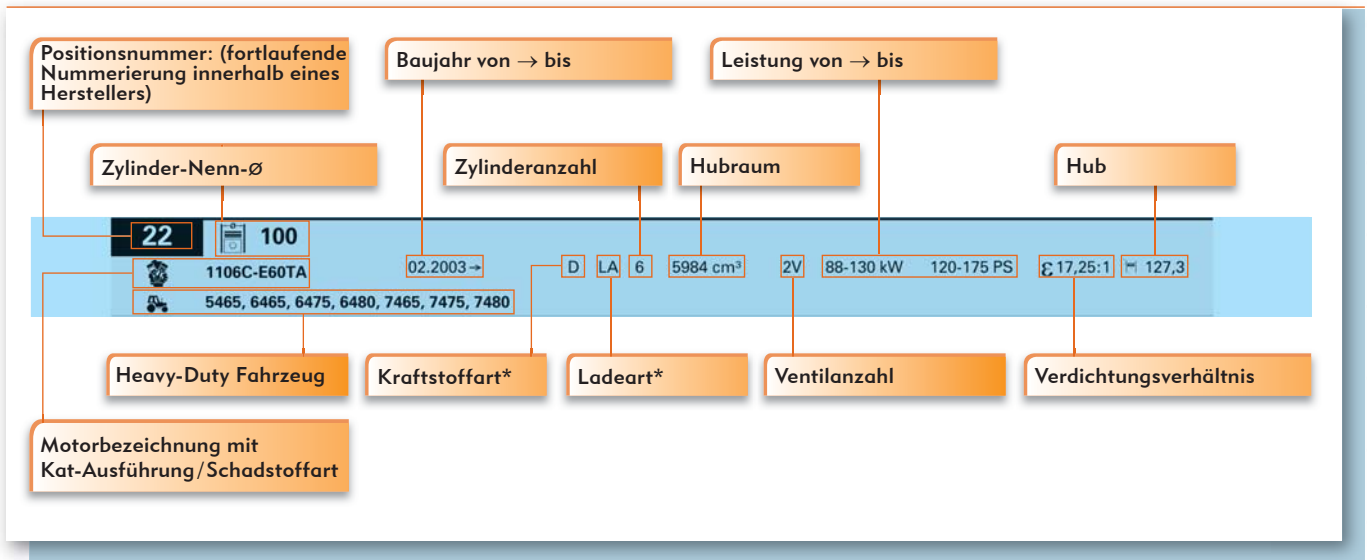
Hersteller

		Cyl.	 mm	cm ³		Comp. Ratio ϵ	kW	PS	Pos
1T	D (LA)	5	81 x 95,5	2461	2	20:1	88	120	19
1Y	D (AN)	4	79.5 x 95,5	1896	2	22.5:1	47	64	9

Motor (points to engine icon)

Positionsnummer (points to Pos column)

Motorenzeile



Positionsnummer: (fortlaufende Nummerierung innerhalb eines Herstellers)
 22 | 100
Zylinder-Nenn-Ø | **Zylinderanzahl** | **Hubraum** | **Hub**
 1106C-E60TA | 02.2003 → | D | LA | 6 | 5984 cm³ | 2V | 88-130 kW | 120-175 PS | ϵ 17,25:1 | 127,3
 5465, 6465, 6475, 6480, 7465, 7475, 7480
Heavy-Duty Fahrzeug | **Kraftstoffart*** | **Ladeart*** | **Ventilanzahl** | **Verdichtungsverhältnis**
Motorbezeichnung mit Kat-Ausführung/Schadstoffart

* siehe Abkürzungsverzeichnis

Produktdaten

Die Katalogseiten bestehen aus den nachstehend aufgeführten Informationsblöcken:

Positionsnummer	Herstellerzeile
Hersteller	
22 100	
1106C-E60TA 02.2003 → D LA 6 5984 cm ³ 2V 88-130 kW 120-175 PS £ 17,25:1 127,3	
5465, 6465, 6475, 6480, 7465, 7475, 7480	
94 653 600	Cyl. Ø: 100; KH: 71.8; BÜ: 5.8; MT: -21.4; MØ: 45; GL: 123.6; piston pin: 35x80; number of piston rings: 3 T15 2,94 CR G6 M 2 G3 DSF 3 CR → 80 00346 1 0 ... 1997 →
80 00124 1 0 000	Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M IFU 2.03] [DSF CR 3.5] 80 00124 1 0 050 100,50
80 00346 1 0 000	Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M G3 IFU 2] [DSF CR 3]
91 395 962	piston: 91395600; cylinder liner: 89495110, new version
91 395 971	piston: 91395600; cylinder liner: 89005210
92 815 960	piston: 92815600; cylinder liner: 89005110
92 815 961	piston: 92815600; cylinder liner: 89495110
89 495 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8,
89 005 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3,
89 005 210	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3
73 419 600	NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B
78 042 600	PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50
78 186 600	PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00
78 228 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.
50 009 127	Length: 216; counterbore: 64; piston pin: 35; conrod parallel
50 009 251	With gear wheel for flywheel
50 009 253	With gear wheel for flywheel
50 003 079	- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm
50 003 091	- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm, for heat detector
2293	EX; 36.9 x 8 x 133 x Bi - A/S - Cr - 45° - 1 - III, →07.1992
22165	EX; 37 x 8 x 133 x Bi - A/S - Cr - 45° - 22 - III, 08.1992 →
22199	IN; 43 x 8 x 133 x Bi - A/S - Cr - 45° - 22 - III, 08.1992 →
2282	IN; 43 x 8 x 133 x S - - 45° - 1 - III, →07.1992
22306	IN; 45 x 8 x 133 x S - - 45° - 22 - III
50 004 881	EX; 40.15 x 31 x 9.8; ST; 45°
92-22003	EX; 40.16 x 31 x 9.75; G1; 45°
92-22004	EX; 40.26 x 31 x 9.75; G1; 45°
50 004 880	IN; 45.65 x 36 x 9.9; ST; 45°
92-22001	IN; 45.66 x 36 x 10; G1; 45°
50 006 367	CAM
50 006 457	TAP [8] H 21,4 x 68
50 006 410	
50 005 210	→ mot. 744215
50 005 615	mot. 744216 →
7.02242.00.0	Fuel pump; mechanical
	KK-8H MK-8H 81-2246 IN/EX; 15/ x 8 x 57.5 G2 - CC 81-2247 IN/EX; 15.25/ x 8 x 57.5 G2 - CC 81-2248 IN/EX; 15.5/ x 8 x 57.5 G2 - CC

Motorenzeile

Produktdatenfeld

* siehe Abkürzungsverzeichnis

Kolben

Zylinder-Ø (mm)
Artikelnummer
Abbildung des Kolbens

KH = Kompressionshöhe (mm)
BÜ = Bodenüberhöhung (mm)
VT1 = Ventilaschentiefe 1 (mm)
VT2 = Ventilaschentiefe 2 (mm)
MT = Muldentiefe (mm)
MØ = Muldendurchmesser (mm)
GL = Gesamtlänge (mm)

Bolzendurchmesser x Bolzenlänge (mm)
Anzahl Kolbenringe

94 653 600 Cyl. Ø: 100; KH: 71.8; BÜ: 5.8; MT: -21.4; MØ: 45; GL: 123.6; piston pin: 35x80; number of piston rings: 3
 T15 2,94 CR G6
 M 2 G3
 DSF 3 CR
 → 80 00346 1 0 ...
 1997→

Ringtypen
Ringhöhe (mm)
Ringsatz
Baujahr von → bis
Werkstoff*
Laufflächenbeschichtung*

Ringsatz

Zylinder-Ø (mm)
Artikelnummer
Verpackungseinheit
Ringsatzdaten (Kolbenringtyp*, Laufflächenbeschichtung*, Ringhöhe (mm))

80 00124 1 0 000 Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M IFU 2.03] [DSF CR 3.5]
 80 00124 1 0 050 100,50
 80 00346 1 0 000 Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M G3 IFU 2] [DSF CR 3]

Reparaturstufen

Assembly- und Zylinder

Art.-Nr. Assembly
Kolben- und Zylinder-Artikelnr.
Bemerkung

91 395 962 piston: 91395600; cylinder liner: 89495110, new version
 91 395 971 piston: 91395600; cylinder liner: 89005210
 92 815 960 piston: 92815600; cylinder liner: 89005110
 92 815 961 piston: 92815600; cylinder liner: 89495110
 89 495 110 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8
 89 005 110 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3
 89 005 210 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3

Art.-Nr. Zylinder
Zylinderausführung*
Einpäss-Ø (mm)
Bundhöhe / Einbauhöhe (mm)
Bearbeitungszustand
Bund-Ø (mm)
Gesamtlänge (mm)

* siehe Abkürzungsverzeichnis

Gleitlager

Artikelnummer	Lagerbauart	(Standard-) Wellendurchmesser max./ Gehäusebohrung min./Lagerbreite/ Standardwanddicke (mm)	Werkstoffe
73 419 600	NW-L STD	∅ 47.950 / 52.000 / 30.500 / 2.010	St/B
78 042 600	PAIR HL STD	∅ 69.990 / 74.500 / 27.000 / 2.229	St/B/G
78 186 600	PAIR PL STD	∅ 59.960 / 64.000 / 25.000 / 2.000	St/B/G
78 228 600	PAIR AS STD	∅ 79.300 / 94.614 // 2.985	St/A

Reparaturstufe

DEUTSCH

Pleuel

Artikelnummer	Gesamtlänge (mm)	Pleuelbauart
50 009 127	Length: 216; counterbore: 64;	piston pin: 35; conrod parallel

Grundbohrung (mm) Kolbenbolzen (mm)

Kurbelwelle

Artikelnummer	Bemerkungen
50 009 251 50 009 253	With gear wheel for flywheel

Zylinderkopf

Artikelnummer	Ventil	Stehbolzen	Lieferzustand
50 003 079 50 003 091	-V-G-S-SB-	-SB-	partially assembled, Reinforced version, Fit in dia. 120 mm
	-V-G-S-SB-	-SB-	partially assembled, Reinforced version, Fit in dia. 120 mm for heat detector

Ventilführung Ventilsitzring Bemerkungen

* siehe Abkürzungsverzeichnis

Ventile und Zubehör

Art.-Nr. Ventil	Auslassventil	Kopf Ø x Schaft Ø x Länge (mm)	Material*	Ventilschaftbehandlung*	Ventilsitzwinkel	Art.-Nr. Ventilkegelstück	Ein-/ Auslassventilführung	Außen Ø / Bund Ø x Innen Ø x Länge (mm)
2293	EX	36.9 x 8 x 133	Bi - A/S - Cr	45°	1 - III, →07.1992	KK-8H		
22165	EX	37 x 8 x 133	Bi - A/S - Cr	45°	22 - III, 08.1992→	MK-8H		
22199	IN	43 x 8 x 133	Bi - A/S - Cr	45°	22 - III, 08.1992→	81-2246	IN/EX	15/ x 8 x 57.5 G2 - CC
2282	IN	43 x 8 x 133	S	45°	1 - III, →07.1992	81-2247	IN/EX	15.25/ x 8 x 57.5 G2 - CC
22306	IN	45 x 8 x 133	S	45°	22 - III	81-2248	IN/EX	15.5/ x 8 x 57.5 G2 - CC

Einlassventil Ventilschaftende Behandlung* Schaftendausführung* Art.-Nr. Ventilführung Material* Sprengring

Ventilsitzringe

Artikelnummer	Auslasssitzring	Außen Ø / Innen Ø x Höhe (mm)	Material*
50 004 881	EX	40.15 x 31 x 9.8	ST; 45°
92-22003	EX	40.16 x 31 x 9.75	G1; 45°
92-22004	EX	40.26 x 31 x 9.75	G1; 45°
50 004 880	IN	45.65 x 36 x 9.9	ST; 45°
92-22001	IN	45.66 x 36 x 10	G1; 45°

Einlasssitzring Sitzwinkel

Nockenwelle

Artikelnummer	Nockenwelle
50 006 367	CAM

* siehe Abkürzungsverzeichnis

Stößel

Artikelnummer	Ventilspieleinstellung	
50 006 457	TAP [8] H	21,4 x 68
Stößel (Verpackungseinheit)	Außen Ø x Länge (mm)	

Kipp-Schlepphebel

Artikelnummer
50 006 410

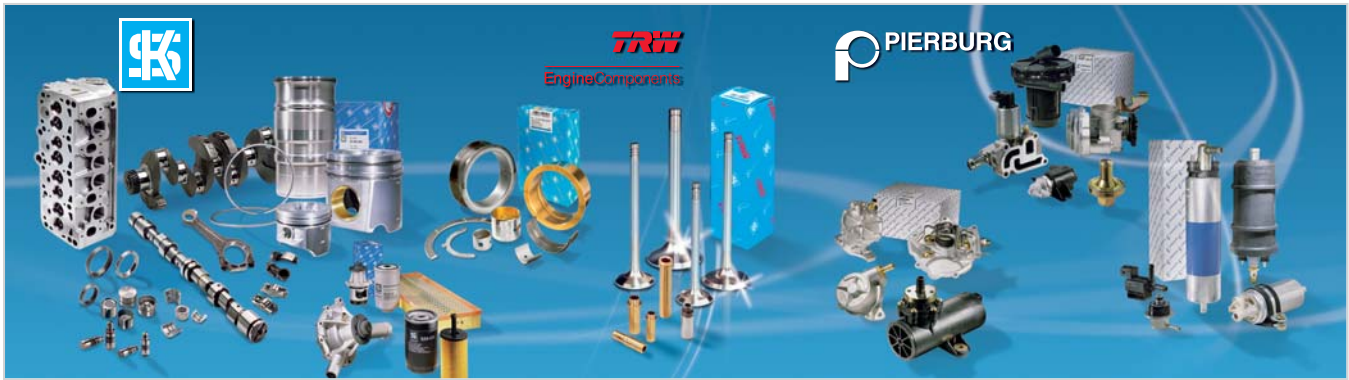
Wasser- Ölpumpen

Art.-Nr. Wasserpumpe	Bemerkungen Einschränkungen (Bau- jahr bzw. Motornummer) des Produktes zum Motor	Art.-Nr. Ölpumpe
50 005 210 50 005 615	→ mot. 744215 mot. 744216 →	50 005 366

PIERBURG

Artikelnummer PIERBURG	Produktinformationen
7.02242.00.0	Fuel pump; mechanical

* siehe Abkürzungsverzeichnis



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Quality and Service from a single source.**

The Motor Service Group is the sales organisation for the worldwide aftermarket activities of Kolbenschmidt Pierburg.

It is one of the leading suppliers of engine components for the independent aftermarket including the premium brands KOLBENSCHMIDT, PIERBURG and TRW Engine Components. Our comprehensive product range allows our customers to pro-

vide engine components from a single source. As a problem solver for dealers and garages, Motor Service offers extensive services and the technical expertise that you would expect from the subsidiary of one of the largest automotive suppliers.

**Kolbenschmidt Pierburg.
Renowned supplier to the international automotive industry.**

As long-standing partners to the automotive industry, the companies in the Kolbenschmidt Pierburg Group

develop innovative components and system solutions with acknowledged competence in air supply and emission control, for oil and water pumps, for pistons, engine blocks and engine bearings.

The products comply with the high demands and quality standards of the automotive industry. Low emissions, reduced fuel consumption, reliability, quality and safety – these are the forces that drive innovation at Kolbenschmidt Pierburg.

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Useful technical information can be found in

**Service
Tips & Information**

These brochures can also be viewed on our homepage
www.ms-motor-service.com



Engine parts in OE quality

Agricultural machines, construction machines, materials-handling vehicles, production plants, plants for the mining industry and raw-materials production are powered by motors that are generally exposed to extreme stressing. Regular maintenance with the required replacement of wearing parts is a must due to the high

demands on endurance. For this reason, this entire industrial sector is particularly interested in the prompt worldwide availability of spare parts in supreme quality. This challenge is met by MSI every day. As an efficient and renowned leading spare parts supplier, we offer spare parts in OE quality for many motors in this sector.



Quality Management

As a sign that our Quality Management satisfies the requirements of the relevant international standards, we are certified to ISO 9001. Many of our customers, particularly automotive manufacturers that are household names around the world, come to our company with even more stringent requirements. For Quality Management, these requirements are summarised in the International Standard ISO/TS 16949. In order to satisfy our customers' wishes and to show that we can also fulfil these obligations that go far beyond the requirements of ISO 9001, our Quality Management is now also certified to this Standard ISO/TS 16 949. In the event of the occurrence of material or production faults despite continuous checks during the production process and the

comprehensive final inspection, we will of course undertake to repair the engine or replace the faulty product within the limitation period. We must be advised in writing of complaints of this nature within 30 days of the occurrence of the fault. The limitation period for claims for defects is 24 months, commencing from the delivery of the item. Claims for damages shall be void if the delivered item has been modified by a third party or parts from other manufacturers installed, unless the defect is not related to such modifications. Furthermore, they shall be void if the item was not handled or installed in accordance with the applicable regulations. Normal wear and tear and damage resulting from improper handling are excepted from the warranty.

Environmental Management

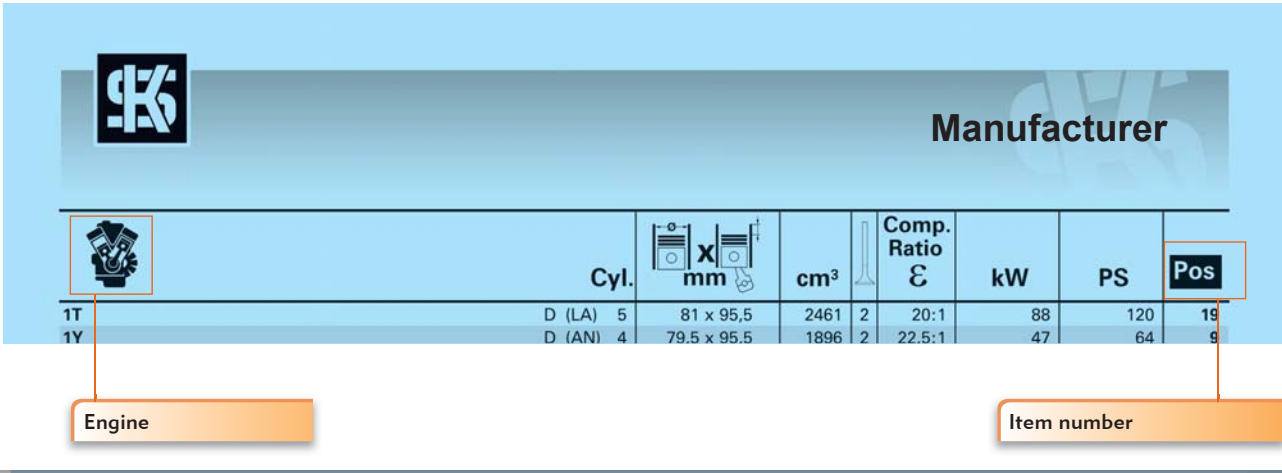
Handling resources responsibly, protecting our environment and compliance with all the relevant legal obligations is extremely important for our long-term cooperation with all our partners. This is what motivated us to satisfy the requirement standard for environmental management systems ISO 14001, and to get our organisation certified accordingly.


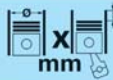

ENGLISH

Instructions for Using the Catalogue

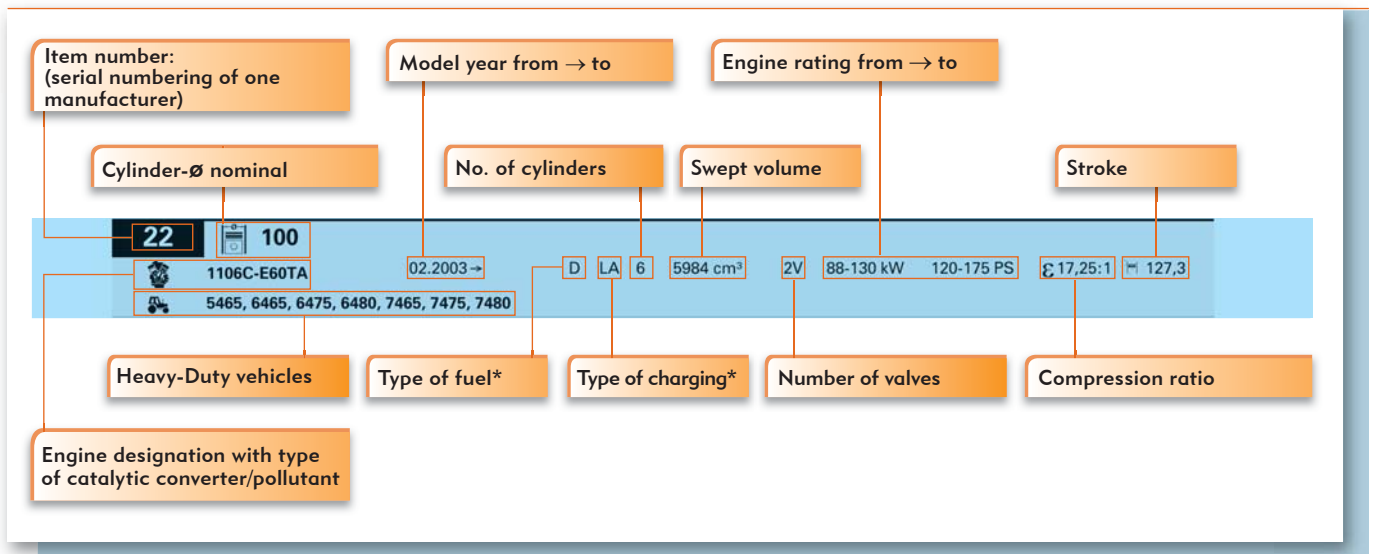
Engine Index

Every manufacturer information starts with a comprehensive search index. Sorted alpha-numerically in ascending mode, by engine designation.



 Manufacturer										
			Cyl.	 mm	cm ³		Comp. Ratio ϵ	kW	PS	Pos
1T	D (LA)	5	81 x 95,5	2461	2	20:1	88	120	19	
1Y	D (AN)	4	79.5 x 95,5	1896	2	22.5:1	47	64	9	

Engine line



*See list of abbreviations

Product Data

The Catalogue pages consist of the information blocks listed below:

Item number	Manufacturer line
Manufacturer	
<div style="display: flex; justify-content: space-between;"> 22 100 </div>	
<div style="display: flex; justify-content: space-between;"> 1106C-E60TA 02.2003→ D LA 6 5984 cm³ 2V 88-130 kW 120-175 PS £17,25:1 127,3 </div>	
<p>5465, 6465, 6475, 6480, 7465, 7475, 7480</p>	
<p>94 653 600</p>	<p>Cyl. Ø: 100; KH: 71.8; BÜ: 5.8; MT: -21.4; MØ: 45; GL: 123.6; piston pin: 35x80; number of piston rings: 3 T15 2,94 CR G6 M 2 G3 DSF 3 CR → 80 00346 1 0 ... 1997→</p>
<p>80 00124 1 0 000</p>	<p>Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M IFU 2.03] [DSF CR 3.5] 80 00124 1 0 050 100,50</p>
<p>80 00346 1 0 000</p>	<p>Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M G3 IFU 2] [DSF CR 3]</p>
<p>91 395 962</p>	<p>piston: 91395600; cylinder liner: 89495110, new version</p>
<p>91 395 971</p>	<p>piston: 91395600; cylinder liner: 89005210</p>
<p>92 815 960</p>	<p>piston: 92815600; cylinder liner: 89005110</p>
<p>92 815 961</p>	<p>piston: 92815600; cylinder liner: 89495110</p>
<p>89 495 110</p>	<p>R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8,</p>
<p>89 005 110</p>	<p>R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3,</p>
<p>89 005 210</p>	<p>R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3</p>
<p>73 419 600</p>	<p>NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B</p>
<p>78 042 600</p>	<p>PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50</p>
<p>78 186 600</p>	<p>PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00</p>
<p>78 228 600</p>	<p>PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.</p>
<p>50 009 127</p>	<p>Length: 216; counterbore: 64; piston pin: 35; conrod parallel</p>
<p>50 009 251</p>	<p>With gear wheel for flywheel</p>
<p>50 009 253</p>	<p>With gear wheel for flywheel</p>
<p>50 003 079</p>	<p>- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm</p>
<p>50 003 091</p>	<p>- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm, for heat detector</p>
<p>2293</p>	<p>EX; 36.9 x 8 x 133 x Bi - A/S - Cr - 45° - 1 - III, →07.1992</p>
<p>22165</p>	<p>EX; 37 x 8 x 133 x Bi - A/S - Cr - 45° - 22 - III, 08.1992→</p>
<p>22199</p>	<p>IN; 43 x 8 x 133 x Bi - A/S - Cr - 45° - 22 - III, 08.1992→</p>
<p>2282</p>	<p>IN; 43 x 8 x 133 x S - - 45° - 1 - III, →07.1992</p>
<p>22306</p>	<p>IN; 45 x 8 x 133 x S - - 45° - 22 - III</p>
<p>50 004 881</p>	<p>EX; 40.15 x 31 x 9.8; ST; 45°</p>
<p>92-22003</p>	<p>EX; 40.16 x 31 x 9.75; G1; 45°</p>
<p>92-22004</p>	<p>EX; 40.26 x 31 x 9.75; G1; 45°</p>
<p>50 004 880</p>	<p>IN; 45.65 x 36 x 9.9; ST; 45°</p>
<p>92-22001</p>	<p>IN; 45.66 x 36 x 10; G1; 45°</p>
<p>50 006 367</p>	<p>CAM</p>
<p>50 006 457</p>	<p>TAP [8] H 21,4 x 68</p>
<p>50 006 410</p>	
<p>50 005 210</p>	<p>→ mot. 744215</p>
<p>50 005 615</p>	<p>mot. 744216→</p>
<p>7.02242.00.0</p>	<p>Fuel pump; mechanical</p>
	<p>50 005 366</p>

Engine line

Product data field

ENGLISH

*See list of abbreviations

Piston

Cylinder-Ø (mm)
Article no.
Illustration of piston

KH = Compression height (mm)
BÜ = Crown camber (mm)
VT1 = Valve pocket depth 1 (mm)
VT2 = Valve pocket depth 2 (mm)
MT = Bowl depth (mm)
MØ = Combustion bowl dia. (mm)
GL = Total length (mm)

Pin diameter x Pin length (mm)
Number of piston rings

94 653 600 Cyl. Ø: 100; KH: 71.8; BÜ: 5.8; MT: -21.4; MØ: 45; GL: 123.6; piston pin: 35x80; number of piston rings: 3
 T15 2,94 CR G6
 M 2 G3
 DSF 3 CR
 → 80 00346 1 0 ...
 1997 →

Ring types
Ring set
Material*
Ring height (mm)
Model year from → to
Surface coating*

Ring set

Article no.
Cylinder-Ø (mm)
Packing unit
Ring set characteristics (Piston ring type*, Surface coating*, Ring height (mm))

80 00124 1 0 000 Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M IFU 2.03] [DSF CR 3.5]
80 00124 1 0 050 100,50
80 00346 1 0 000 Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M G3 IFU 2] [DSF CR 3]

Oversize step

Kit set and Cylinder liner

Kit-set article no.
Piston and Cylinder liner article no.
Notes

91 395 962 piston: 91395600; cylinder liner: 89495110, new version
91 395 971 piston: 91395600; cylinder liner: 89005210
92 815 960 piston: 92815600; cylinder liner: 89005110
92 815 961 piston: 92815600; cylinder liner: 89495110
89 495 110 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8
89 005 110 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3
89 005 210 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3

Cylinder liner article no.
Cylinder liner design*
Register-Ø (mm)
Collar height/installation height (mm)
Machining condition
Collar-Ø (mm)
Total length (mm)

*See list of abbreviations

ENGLISH

Engine bearing

Article no.	Bearing design	(Standard) shaft diameter max. / Housing bore min. / Overall bearing length / Standard wall thickness (mm)	Materials*
73 419 600	NW-L STD	∅ 47.950 / 52.000 / 30.500 / 2.010	St/B
78 042 600	PAIR HL STD	∅ 69.990 / 74.500 / 27.000 / 2.229	St/B/G
78 186 600	PAIR PL STD	∅ 59.960 / 64.000 / 25.000 / 2.000	St/B/G
78 228 600	PAIR AS STD	∅ 79.300 / 94.614 / / 2.985	St/A

78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50

78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00

78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.

Repair steps

Conrod

Article no.	Total length (mm)	Conrod design
50 009 127	Length: 216; counterbore: 64;	piston pin: 35; conrod parallel

Bore (mm)

Piston pin (mm)

Crankshaft

Article no.
50 009 251 50 009 253

With gear wheel for flywheel

Notes

Cylinder head

Article no.	Valve	Stud bolts	Delivery condition
50 003 079 50 003 091	-V- G- S- SB- - - ; - V - G - S - - SB - - - ;	partially assembled	Reinforced version, Fit in dia. 120 mm Reinforced version, Fit in dia. 120 mm, for heat detector

Valve guide

Valve seat

Notes

*See list of abbreviations

Valves and accessories

Valve article no.	Exhaust valve	Material*	Valve stem treatment*	Valve seat angle	Valve cotters article no.	Intake / Exhaust valve guide	Outer Ø / Collar Ø x Inner Ø x Length (mm)
2293	EX; 36.9 x 8 x 133	Bi - A/S - Cr	- 45°	- 1 - III, →07.1992	KK-8H		
22165	EX; 37 x 8 x 133	Bi - A/S - Cr	- 45°	- 22 - III, 08.1992→	MK-8H		
22199	IN; 43 x 8 x 133	Bi - A/S - Cr	- 45°	- 22 - III, 08.1992→	81-2246	IN/EX; 15/ x 8 x 57.5	G2 - CC
2282	IN; 43 x 8 x 133	S	- 45°	- 1 - III, →07.1992	81-2247	IN/EX; 15.25/ x 8 x 57.5	G2 - CC
22306	IN; 45 x 8 x 133	S	- 45°	- 22 - III	81-2248	IN/EX; 15.5/ x 8 x 57.5	G2 - CC

Head Ø x Stem Ø x Length (mm)

Intake valve

Valve stem end

Valve stem end versions*

Valve guide article no.

Material*

Retainer

Valve Seat Inserts

Article no.	Exhaust seat insert	Outer Ø/ Inner Ø x Height (mm)	Material*	Valve seat angle
50 004 881	EX; 40.15 x 31 x 9.8	ST; 45°		
92-22003	EX; 40.16 x 31 x 9.75	G1; 45°		
92-22004	EX; 40.26 x 31 x 9.75	G1; 45°		
50 004 880	IN; 45.65 x 36 x 9.9	ST; 45°		
92-22001	IN; 45.66 x 36 x 10	G1; 45°		


Inlet seat insert

Camshaft


Article no.	Camshaft
50 006 367	CAM

*See list of abbreviations



Tappet

Article no.	Valve clearance
 50 006 457 TAP 8 H Tappet (Packing unit)	21,4 x 68 Outer Ø x Length (mm)


Rocker Arm / Cam Follower

Article no.
 50 006 410

Water pumps / Oil pumps

Water pump article no.	Notes Restrictions (model year or engine number) of product in relation to engine	Oil pump article no.
 50 005 210 50 005 615	→ mot. 744215 mot. 744216 →	 50 005 366

PIERBURG

PIERBURG article no.	Product information
 7.02242.00.0	Fuel pump; mechanical

*See list of abbreviations



Groupe Motor Service. Qualité et Service d'une seule source.

Le Groupe Motor Service est l'organisme de distribution responsable du marché de la rechange au niveau mondial de la société Kolbenschmidt Pierburg.

Motor Service est l'un des premiers fournisseurs de composants moteurs pour le marché libre de la rechange sous les grandes marques KOLBENSCHMIDT, PIERBURG et TRW Engine Components. Un assortiment large et profond permet aux clients d'acquérir leurs pièces moteur d'une seule source. En tant que société spé-

cialisée pour résoudre les problèmes des grossistes et des garagistes, Motor Service offre un vaste éventail de prestations de service ainsi que la compétence technique d'une filiale d'un grand équipementier automobile.

Kolbenschmidt Pierburg. Equipementier renommé de l'industrie automobile internationale.

Comme partenaires de longue date de l'industrie automobile, les entreprises du Groupe Kolbenschmidt Pierburg développent de manière compétente des solutions innovatrices pour composants, modules et systèmes dans le

domaine de l'alimentation en air et pour la réduction des émissions nocives, dans la production des pompes à huile, à eau et à vide, ainsi que des pistons, des blocs moteur et des coussinets.

Les produits remplissent les hautes exigences de qualité imposées par l'industrie automobile. Dans le cadre des innovations de Kolbenschmidt Pierburg, les objectifs de motivation primordiaux sont la réduction des émissions nocives et celle de la consommation de carburant, la fiabilité, la qualité et la sécurité.

Note importante

Les informations et données réunies dans ce catalogue ont fait l'objet d'un travail méticuleux, mais n'engagent pas notre responsabilité. Nous ne répondons pas des modifications apportées à nos produits ou à leurs désignations par les constructeurs automobiles ou de moteurs. En cas de doute, veuillez vous adresser à notre service après-vente technique. De même, toutes les notifications d'erreurs éventuelles relevées dans ce catalogue seront les bienvenues et seront corrigées dans les versions futures. Les noms, les descriptions et les numéros de véhicules ou de constructeurs, etc. figurant dans ce catalogue ne sont donnés qu'à des fins de comparaison. Les articles mentionnées dans le catalogue sont des pièces de rechange de qualité KS. Les représentations, les dessins schématiques et autres éléments sont

destinés à expliquer et à illustrer nos produits et ne peuvent en aucun cas servir de base à l'installation des pièces, à la définition des étendues de fournitures et à la conception. Les numéros de pièce détachée d'origine utilisés par les fabricants de véhicules et de moteurs et que nous reprenons dans ce catalogue ne s'entendent qu'à des fins de comparaison. Ils ne constituent pas des désignations de provenance et ne doivent pas être utilisés dans les rapports avec des tiers. De ce fait, le contenu des listes comparatives ne saurait engager notre responsabilité, notamment en raison des modifications éventuellement apportées par les fabricants et/ou que des écarts de dimension pouvant exister entre l'un et l'autre. Dans la mesure où ce catalogue contient des articles qui n'ont pas été fabriqués par le Groupe Motor Service, c'est de leurs fabri-

cants que proviennent les informations et données fournies. Nous ne répondons pas de l'exactitude de ces informations et données ni de l'aptitude des produits à la finalité prévue. Afin de vous en assurer, veuillez, avant de les installer, prendre contact avec le fabricant ou l'un de ses concessionnaires autorisés qui sauront vous conseiller en expert. Les pièces proposées dans ce catalogue ne sont pas destinées au montage sur des avions ou des hélicoptères. En cas d'application sur des moteurs marins, il est possible que, sous le même code moteur, des pièces moteur (par exemple les pistons) différentes doivent être montées. Toute copie ou reproduction, intégrale ou partielle, faite sans notre consentement écrit et sans indication de source, est illicite. La présente édition remplace et annule toutes les éditions précédentes. Modifications réservées.

Vous trouverez d'importantes informations techniques dans

Service
Conseils & infos

Ces brochures peuvent être également consultées sur notre page d'accueil

www.ms-motor-service.com



Pièces de moteurs de qualité d'origine

Les machines agricoles, les engins de chantier, les chariots élévateurs, les installations industrielles, les installations du secteur minier et celles destinées à l'extraction des matières premières sont entraînés par des moteurs, qui sont généralement soumis à des charges extrêmes. En raison de ces efforts importants, un entretien régulier et le remplacement des pièces d'usure

sont impératifs lors des délais d'immobilisation. Par conséquent, l'ensemble de la branche est particulièrement intéressée par une vaste gamme de pièces de rechange rapidement disponible et d'excellente qualité.

Cette exigence, MSI en a fait sa philosophie au quotidien. En tant que fournisseur important, efficace et renommé de pièces de rechange,

nous proposons des produits de qualité de première monte pour bon nombre de moteurs de ce secteur d'activité.



Gestion de la qualité

Nous sommes certifiés selon ISO 9001 afin de prouver que notre gestion de la qualité satisfait aux exigences des normes internationales en vigueur. Beaucoup de nos clients, en particulier les constructeurs automobile de renommée mondiale, en demandent encore plus. Pour la gestion de la qualité, ces exigences sont rassemblées dans la norme internationale ISO/TS 16949. Afin de répondre aux attentes de clients et de prouver que nous satisfaisons à des obligations bien plus exigeantes que celles d'ISO 9001, nous avons également fait certifier notre gestion de la qualité selon ISO/TS 16 949. Si malgré les contrôles effectués en permanence durant la production et le rigoureux contrôle final, un défaut matériel ou de fabrication se produit, nous prendrons naturellement en charge, durant le délai de prescription, la réparation du moteur

ou le remplacement du produit objet de la réclamation. De telles réclamations doivent nous être signalées par écrit dans les 30 jours qui suivent le moment de l'incident. Le délai de prescription de la responsabilité pour vices matériels est de 24 mois, à compter de la livraison du produit.

Aucune responsabilité pour vices matériels ne s'applique quand le produit livré a fait l'objet de modifications de la part d'un tiers ou en cas d'ajout de pièces d'origine tierce, à moins que ce vice ne soit pas en rapport causal avec la modification. Cette responsabilité ne s'applique pas non plus quand les prescriptions en vigueur n'ont pas été respectées pour le maniement et la pose. L'usure normale et tout endommagement dû à un maniement non conforme aux prescriptions ne sont pas couverts par la garantie.

Gestion de l'environnement


Une gestion responsable des ressources, la protection de notre environnement et le respect de la législation en vigueur sont d'une importance capitale pour une collaboration à long terme avec tous nos partenaires. C'est pourquoi nous avons décidé de faire certifier notre organisation conformément à la norme pour système de gestion de l'environnement, ISO 14001.

FRANÇAIS

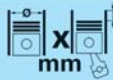

Précisions sur l'utilisation du Catalogue

Liste détaillée des moteurs

Au début de chaque section consacrée à un constructeur se trouve une aide recherche détaillée classée par ordre croissant.



Constructeur

		Cyl.	 mm	cm ³	 2	Comp. Ratio ϵ	kW	PS	Pos
1T	D (LA)	5	81 x 95,5	2461	2	20:1	88	120	19
1Y	D (AN)	4	79.5 x 95,5	1896	2	22.5:1	47	64	9

Moteur

Repère

Ligne consacrée au moteur

repère: (numérotation continue pour chaque constructeur)

année de construction - de → à

puissance - de → à

diamètre nominal du cylindre

nombre de cylindres

cylindrée

course

22 **100**

1106C-E60TA

5465, 6465, 6475, 6480, 7465, 7475, 7480

02.2003 →

D LA 6

5984 cm³

2V

88-130 kW 120-175 PS

ϵ 17,25:1 η 127,3

Heavy-Duty véhicule

type de carburant*

nombre de soupapes

taux de compression

designation du moteur avec type de catalyseur

alimentation de moteur*

*Voir la liste des abréviations

Données concernant les produits

Les pages de catalogue se composent des blocs d'information repris ci-après:

Repère
Ligne consacrée aux constructeurs

Constructeur

22	100									
		1106C-E60TA	02.2003→	D LA 6	5984 cm ³	2V	88-130 kW	120-175 PS	£ 17,25:1 127,3	
5465, 6465, 6475, 6480, 7465, 7475, 7480										
	94 653 600	Cyl. Ø: 100; KH: 71.8; BÜ: 5.8; MT: -21.4; MØ: 45; GL: 123.6; piston pin: 35x80; number of piston rings: 3 T15 2,94 CR G6 M 2 G3 DSF 3 CR → 80 00346 1 0 ... 1997→								
	80 00124 1 0 000	Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M IFU 2.03] [DSF CR 3.5] 80 00124 1 0 050 100,50								
	80 00346 1 0 000	Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M G3 IFU 2] [DSF CR 3]								
	91 395 962	piston: 91395600; cylinder liner: 89495110, new version								
	91 395 971	piston: 91395600; cylinder liner: 89005210								
	92 815 960	piston: 92815600; cylinder liner: 89005110								
	92 815 961	piston: 92815600; cylinder liner: 89495110								
	89 495 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8,								
	89 005 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3,								
	89 005 210	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3								
	73 419 600	NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B								
	78 042 600	PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50								
	78 186 600	PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00								
	78 228 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.								
	50 009 127	Length: 216; counterbore: 64; piston pin: 35; conrod parallel								
	50 009 251	With gear wheel for flywheel								
	50 009 253	With gear wheel for flywheel								
	50 003 079	- V - G - S - - SB - - ; partially assembled, Reinforced version, Fit in dia. 120 mm								
	50 003 091	- V - G - S - - SB - - ; partially assembled, Reinforced version, Fit in dia. 120 mm, for heat detector								
	2293	EX; 36.9 x 8 x 133 x Bi - A/S - Cr - 45° - 1 - III, →07.1992					KK-8H			
	22165	EX; 37 x 8 x 133 x Bi - A/S - Cr - 45° - 22 - III, 08.1992→					MK-8H			
	22199	IN; 43 x 8 x 133 x Bi - A/S - Cr - 45° - 22 - III, 08.1992→					81-2246 IN/EX; 15/ x 8 x 57.5 G2 - CC			
	2282	IN; 43 x 8 x 133 x S - - 45° - 1 - III, →07.1992					81-2247 IN/EX; 15.25/ x 8 x 57.5 G2 - CC			
	22306	IN; 45 x 8 x 133 x S - - 45° - 22 - III					81-2248 IN/EX; 15.5/ x 8 x 57.5 G2 - CC			
	50 004 881	EX; 40.15 x 31 x 9.8; ST; 45°								
	92-22003	EX; 40.16 x 31 x 9.75; G1; 45°								
	92-22004	EX; 40.26 x 31 x 9.75; G1; 45°								
	50 004 880	IN; 45.65 x 36 x 9.9; ST; 45°								
	92-22001	IN; 45.66 x 36 x 10; G1; 45°								
	50 006 367	CAM								
	50 006 457	TAP [8]	H	21,4 x 68						
	50 006 410									
	50 005 210	→ mot. 744215					50 005 366			
	50 005 615	mot. 744216→								
	7.02242.00.0	Fuel pump; mechanical								

Ligne consacrée aux moteurs
Case données produits

FRANÇAIS

*Voir la liste des abréviations

Piston

Ø cylindre (mm)
n° d'article piston
représentation du piston

KH = hauteur de compression (mm)
BÛ = bombé du piston (mm)
VT1 = profondeur poche de soupape 1 (mm)
VT2 = profondeur poche de soupape 2 (mm)
MT = profondeur du creux (mm)
MØ = diamètre chambre de combustion (mm)
GL = longueur totale (mm)

diamètre axe x longueur axe (mm)
quantité de segments

94 653 600 Cyl. Ø: 100; KH: 71.8; BÛ: 5.8; MT: -21.4; MØ: 45; GL: 123.6; piston pin: 35x80; number of piston rings: 3
 T15 2,94 CR G6
 M 2 G3
 DSF 3 CR
 → 80 00346 1 0 ...
 1997→

types de segment
jeux de segments
matériau*

hauteur du segment (mm)
année de construction - de → à
revêtement de la face

Jeux de segments

Ø cylindre (mm)
n° d'article du segment
unité d'emballage
données sur jeux de segments (type de segment*, couche de surface de glissement*, hauteur du segment (mm))

80 00124 1 0 000 Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M IFU 2.03] [DSF CR 3.5]
80 00124 1 0 050 100,50
80 00346 1 0 000 Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M G3 IFU 2] [DSF CR 3]

niveau de réparation

Ensemble set cylindres

n° d'article ensemble
n° d'article piston e cylindre
observations

91 395 962 piston: 91395600; cylinder liner: 89495110; new version
91 395 971 piston: 91395600; cylinder liner: 89005210
92 815 960 piston: 92815600; cylinder liner: 89005110
92 815 961 piston: 92815600; cylinder liner: 89495110

89 495 110 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8
89 005 110 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3
89 005 210 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3

n° d'article cylindre
type de construction cylindre*
état d'usinage
Ø d'ajustement (mm)
Ø colle (mm)
hauteur collerette/hauteur montage
longueur totale (mm)

*Voir la liste des abréviations

Coussinets

n° d'article du jeu de coussinets	type de coussinets	diamètre d'arbre (standard) max. / alésage du boîtier min. / largeur du coussinet / épaisseur de paroi standard (mm)	matériaux*
73 419 600 78 042 600	NW-L STD	∅ 47.950 / 52.000 / 30.500 / 2.010	St/B
78 186 600	PAIR HL STD	∅ 69.990 / 74.500 / 27.000 / 2.229	St/B/G
78 228 600	PAIR PL STD	∅ 59.960 / 64.000 / 25.000 / 2.000	St/B/G
	PAIR AS STD	∅ 79.300 / 94.614 / / 2.985	St/A

78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50

78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00

78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.

etapes de réparation

Bielle

n° d'article de la bielle	longueur totale (mm)	type de bielle
50 009 127	Length: 216	conrod parallel

counterbore: 64; piston pin: 35

alésage de base (mm) axe de piston (mm)

Vilebrequin

n° d'article du vilebrequin
50 009 251 50 009 253

With gear wheel for flywheel

observations

Culasse

n° d'article culasses	soupape	boulon fileté	etat de livraison
50 003 079 50 003 091	-V-G-S-SB---	partially assembled	Reinforced version, Fit in dia. 120 mm
	-V-G-S-SB---	partially assembled	Reinforced version, Fit in dia. 120 mm for heat detector

guide de soupape bague de siège de soupape observations

*Voir la liste des abréviations

Valves et accessoires

Ø de tête x Ø de tige x longueur (mm)	n° d'article de la soupape	soupape d'échappement	matière*	traitement de face de queue de soupape*	diamètre de tige	n° d'article du clavettes de soupapes	guide de soupape d'admission / d'échappement	Ø extérieur / Ø de la collerette x Ø intérieur x longueur (mm)
	2293	EX; 36.9 x 8 x 133	Bi - A/S - Cr - 45°	- 1 - III, →07.1992		KK-8H		
	22165	EX; 37 x 8 x 133	Bi - A/S - Cr - 45°	- 22 - III, 08.1992→		MK-8H		
	22199	IN; 43 x 8 x 133	Bi - A/S - Cr - 45°	- 22 - III, 08.1992→		81-2246	IN/EX; 15/ x 8 x 57.5	G2 - CC
	2282	IN; 43 x 8 x 133	S - - 45°	- 1 - III, →07.1992		81-2247	IN/EX; 15.25/ x 8 x 57.5	G2 - CC
	22306	IN; 45 x 8 x 133	S - - 45°	- 22 - III		81-2248	IN/EX; 15.5/ x 8 x 57.5	G2 - CC

soupape d'admission traitement* matière* jonc
 forme de queue de soupape* n° d'article du guide soupape

Bagues de siège de soupape

n° d'article de la bague de siège de soupape	bague de siège de soupape d'échappement	Ø extérieur / Ø intérieur x hauteur (mm)	matière*
50 004 881	EX; 40.15 x 31 x 9.8	ST; 45°	
92-22003	EX; 40.16 x 31 x 9.75	G1; 45°	
92-22004	EX; 40.26 x 31 x 9.75	G1; 45°	
50 004 880	IN; 45.65 x 36 x 9.9	ST; 45°	
92-22001	IN; 45.66 x 36 x 10	G1; 45°	


bague de siège de soupape d'admission angle du siège

Arbre à Cames


n° d'article d'arbre à cames	arbre à cames
50 006 367	CAM

*Voir la liste des abréviations



Poussoir

n° d'article de poussoir	réglage du jeu de la soupape		
 50 006 457	TAP [8]	H	21,4 x 68
poussoir (unité d'emballage)	Ø extérieur x longueur (mm)		


Culbuteur Distribution

n° d'article de culbuteur distribution
 50 006 410

Pompes à eau / Pompes à huile

n° d'article de pompe à eau	observations restrictions produit ou moteur (année de fabrication ou n° du moteur)	n° d'article de la pompe à huile
 50 005 210 50 005 615	→ mot. 744215 mot. 744216 →	 50 005 366

PIERBURG

n° d'article de PIERBURG	informations produits
 7.02242.00.0	Fuel pump; mechanical



Grupo Motor Service. Calidad y servicios de un solo proveedor.

El Grupo Motor Service es la distribuidora responsable de las actividades de posventa de Kolbenschmidt Pierburg a escala mundial.

Es uno de los principales proveedores de componentes para motores en el mercado libre de repuestos y comercializa las prestigiosas marcas KOLBENSCHMIDT, PIERBURG y TRW Engine Components. El amplio y completo programa de Motor Service permite a sus clientes adquirir todo tipo de piezas para motores de un solo proveedor.

Como empresa especializada en resolver los problemas del comercio y de los talleres, Motor Service ofrece además una extensa gama de servicios y la competencia técnica que posee como filial de un gran proveedor de la industria del automóvil.

Kolbenschmidt Pierburg. Un prestigioso proveedor de la industria del automóvil internacional.

Las empresas del Grupo Kolbenschmidt Pierburg cooperan desde hace muchos años con los fabricantes de automóviles y desarrollan componentes innovadores y soluciones de sistema y gozan

de una competencia reconocida en las áreas de alimentación de aire y reducción de contaminantes, bombas de aceite, de agua y de vacío, pistones, bloques de motor y cojinetes de fricción.

Los productos cumplen los altos requerimientos y normas de calidad de la industria automotriz. Reducida emisión de contaminantes, consumo económico de carburante, fiabilidad, calidad y seguridad, estos son los factores decisivos que impulsan las innovaciones de Kolbenschmidt Pierburg.

Nota importante

Las informaciones y datos recopilados en este catálogo no son vinculantes aunque hayan sido elaborados conscientemente. Todas las reclamaciones de indemnización relacionada con ellos están excluidas. No respondemos de las modificaciones hechas a nuestros productos o a sus designaciones por los fabricantes de automóviles o motores. En caso de duda, diríjase a nuestro departamento técnico de posventa. Cualquier notificación de errores será bienvenida a fin de corregirlos para las versiones posteriores. Las denominaciones, descripciones y números de los automóviles o fabricantes, etc., que aparecen en este catálogo sólo tienen un fin comparativo. Las piezas mencionadas en el catálogo son repuestos cuya calidad corresponde a la de KS. Las representaciones, dibujos esquemáticos y otros datos explican e ilustran nuestros productos y no se pueden

tomar, en ningún caso, como base para la instalación de piezas ni para definir el alcance de suministro o el diseño. Esto vale también para los datos del fabricante.

Las referencias para los repuestos originales utilizadas por los fabricantes de automóviles y motores que aparecen en el presente catálogo se entienden únicamente a título de comparación. Ellas no son designaciones de procedencia ni deben utilizarse frente a terceros. Por lo tanto, no respondemos del contenido de las listas comparativas, sobre todo por los cambios que podrían efectuar eventualmente los fabricantes y/o por las dimensiones diferentes que ellos podrían mencionar.

La información y los datos de los artículos no fabricados por el Grupo Motor Service contenidos en este catálogo proceden de sus fabricantes. No nos responsabilizamos de su exactitud ni

de que los productos sean idóneos para la finalidad prevista. En todo caso, antes de efectuar el montaje contáctese con el fabricante o con uno de sus concesionarios oficiales para que le suministren la información necesaria. Las piezas ofrecidas en el catálogo no están destinadas al uso en aviones o helicópteros. En el caso de usarlas en motores marinos, quizá sea necesario montar piezas motrices diferentes (p.ej., pistones) en motores con códigos iguales. Las copias o reproducciones integrales o parciales realizadas sin nuestro consentimiento escrito y sin indicación de la fuente son ilícitas. La presente versión sustituye y anula todas las versiones anteriores. Nos reservamos el derecho a efectuar modificaciones sin previo aviso. Nos reservamos el derecho de hacer cambios.

Usted encontrará valiosas informaciones técnicas en

Servicio
Sugerencias & informaciones

Estos folletos también pueden verse en nuestra página web

www.ms-motor-service.com



Piezas del motor en calidad de primer equipo

Máquinas agrícolas, máquinas de construcción, vehículos de transporte, Instalaciones industriales, instalaciones en minería y para la adquisición de materias primas son accionadas por motores, que en su mayoría están expuestos a cargas extremas. Un mantenimiento periódico con la sustitución necesaria de piezas de desgaste es una obligación debido a las elevadas exigencias de

los tiempos de inactividad. A partir de este hecho está muy interesado todo el sector sobre la rápida y amplia disponibilidad de piezas de repuesto en la máxima calidad. A esta exigencia se enfrenta MSI día a día. Como gran, eficiente y renombrado proveedor de piezas de repuesto ofrecemos para muchos motores de este sector piezas de repuesto con la calidad de primer equipo.



Gestión de calidad

Como prueba de que nuestra gestión de calidad cumple los requisitos de las normas internacionales pertinentes, estamos certificados según ISO 9001. Muchos de nuestros clientes, sobre todo los fabricantes de automóviles de renombre mundial, nos imponen requisitos adicionales que debemos cumplir. En el caso de la gestión de calidad, estos requisitos adicionales se resumen en el estándar internacional ISO/TS 16949. Para satisfacer los deseos de nuestros clientes y para demostrar que cumplimos también estos requisitos que sobrepasan notablemente las obligaciones impuestas por ISO 9001, estamos certificados además según ISO/TS 16 949.

Si en algún caso, a pesar de los controles realizados constantemente durante el proceso de producción y del minucioso control final, se presentara un fallo de material o de fabricación, naturalmente nos hare-

mos cargo de la reparación del motor o sustituiremos el producto defectuoso dentro del plazo límite estipulado. Este tipo de reclamaciones se nos deben comunicar por escrito en un plazo de 30 días tras presentarse el fallo.

El plazo límite para las reclamaciones por defectos es de 24 meses, contados a partir de la fecha de envío del producto. El derecho de reclamaciones por defectos quedará sin vigencia si el producto suministrado es modificado por terceros o mediante el montaje de piezas de otros fabricantes, a menos que el defecto en cuestión no tenga ninguna relación causal con la modificación. El derecho a reclamación por defectos quedará, asimismo, sin vigencia si no se cumplen las prescripciones vigentes para el manejo y el montaje. El desgaste normal y los daños derivados de un manejo incorrecto están excluidos de la garantía.


Gestión medioambiental

Para nosotros es muy importante aprovechar los recursos naturales de forma responsable, proteger el medio ambiente y cumplir todas las obligaciones legales relevantes para establecer una colaboración a largo plazo con todos nuestros socios. Esos han sido los motivos que nos han llevado a cumplir la norma para sistemas de gestión medioambiental ISO 14001 y a obtener el certificado correspondiente.

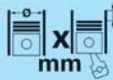

Indicaciones para la utilización del catálogo

Lista detallada de motores

Al comienzo de cada sección dedicada a un fabricante se encuentra una lista detallada y clasificada en orden ascendente según los motores.



Fabricante

		Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos
1T	D (LA)	5	81 x 95,5	2461	2	20:1	88	120	19
1Y	D (AN)	4	79.5 x 95,5	1896	2	22.5:1	47	64	9

Motor

Número de posición

Línea para motor

partida/posición: (numeración continua para cada fabricante)

año de fabricación del motor: de → a

potencia: de → a

∅ nominal del cilindro

número de cilindros

cilindrada

carrera

22
100
1106C-E60TA
02.2003→
D LA 6
5984 cm³
2V
88-130 kW
120-175 PS
ε17,25:1
127,3

Heavy-Duty vehículo

tipo de carburante*

número de válvulas

relación de compresión

denominación del motor con tipo de catalizador/categoría de contaminación

tipo de alimentación*

5465, 6465, 6475, 6480, 7465, 7475, 7480

*vea el índice de abreviaturas

Datos relacionados con los productos

Las páginas del catálogo están formadas por bloques de información como aparecen a continuación:

número de posición	línea de fabricante												
Fabricante													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%; text-align: center;">22</td> <td style="width: 10%; text-align: center;">100</td> <td colspan="2"></td> </tr> <tr> <td></td> <td>1106C-E60TA</td> <td>02.2003→</td> <td>D LA 6 5984 cm³ 2V 88-130 kW 120-175 PS £17,25:1 127,3</td> </tr> <tr> <td></td> <td colspan="3">5465, 6465, 6475, 6480, 7465, 7475, 7480</td> </tr> </table>		22	100				1106C-E60TA	02.2003→	D LA 6 5984 cm ³ 2V 88-130 kW 120-175 PS £17,25:1 127,3		5465, 6465, 6475, 6480, 7465, 7475, 7480		
22	100												
	1106C-E60TA	02.2003→	D LA 6 5984 cm ³ 2V 88-130 kW 120-175 PS £17,25:1 127,3										
	5465, 6465, 6475, 6480, 7465, 7475, 7480												
	94 653 600	Cyl. Ø: 100; KH: 71.8; BÜ: 5.8; MT: -21.4; MØ: 45; GL: 123.6; piston pin: 35x80; number of piston rings: 3 T15 2,94 CR G6 M 2 G3 DSF 3 CR → 80 00346 1 0 ... 1997→											
	80 00124 1 0 000	Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M IFU 2.03] [DSF CR 3.5] 80 00124 1 0 050 100,50											
	80 00346 1 0 000	Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M G3 IFU 2] [DSF CR 3]											
	91 395 962	piston: 91395600; cylinder liner: 89495110, new version											
	91 395 971	piston: 91395600; cylinder liner: 89005210											
	92 815 960	piston: 92815600; cylinder liner: 89005110											
	92 815 961	piston: 92815600; cylinder liner: 89495110											
	89 495 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8,											
	89 005 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3,											
	89 005 210	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3											
	73 419 600	NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B											
	78 042 600	PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50											
	78 186 600	PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00											
	78 228 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.											
	50 009 127	Length: 216; counterbore: 64; piston pin: 35; conrod parallel											
	50 009 251	With gear wheel for flywheel											
	50 009 253	With gear wheel for flywheel											
	50 003 079	- V - G - S - - SB - - ; partially assembled, Reinforced version, Fit in dia. 120 mm											
	50 003 091	- V - G - S - - SB - - ; partially assembled, Reinforced version, Fit in dia. 120 mm, for heat detector											
	2293	EX; 36.9 x 8 x 133 x Bi - A/S - Cr - 45° - 1 - III, →07.1992											
	22165	EX; 37 x 8 x 133 x Bi - A/S - Cr - 45° - 22 - III, 08.1992→											
	22199	IN; 43 x 8 x 133 x Bi - A/S - Cr - 45° - 22 - III, 08.1992→											
	2282	IN; 43 x 8 x 133 x S - - 45° - 1 - III, →07.1992											
	22306	IN; 45 x 8 x 133 x S - - 45° - 22 - III											
	50 004 881	EX; 40.15 x 31 x 9.8; ST; 45°											
	92-22003	EX; 40.16 x 31 x 9.75; G1; 45°											
	92-22004	EX; 40.26 x 31 x 9.75; G1; 45°											
	50 004 880	IN; 45.65 x 36 x 9.9; ST; 45°											
	92-22001	IN; 45.66 x 36 x 10; G1; 45°											
	50 006 367	CAM											
	50 006 457	TAP [8]	H 21,4 x 68										
	50 006 410												
	50 005 210	→ mot. 744215											
	50 005 615	mot. 744216→											
	7.02242.00.0	Fuel pump; mechanical											
		50 005 366											

| línea de motores | área de datos del producto |

*vea el índice de abreviaturas

Pistones

Ø cilindro (mm)
nº de artículo del pistón
representación del pistón

KH = altura de compresión (mm)
BÜ = realce en cabeza (mm)
VT1 = profundidad bolsa de válvula 1 (mm)
VT2 = profundidad bolsa de válvula 2 (mm)
MT = profundidad de cavidad (mm)
MØ = diametro de cavidad (mm)
GL = longitud total (mm)

diámetro del bulón x longitud del bulón (mm)
número de segmentos

94 653 600 Cyl. Ø: 100; KH: 71.8; BÜ: 5.8; MT: -21.4; MØ: 45; GL: 123.6; piston pin: 35x80; number of piston rings: 3
 T15 2,94 CR G6
 M 2 G3
 DSF 3 CR
 → 80 00346 1 0 ...
 1997→

tipos de segmentos
juegos de segmentos
material*

altura de segmento (mm)
año de fabricación del motor: de → a
revestimiento de la cara de contacto*

Juegos de Segmentos

Ø cilindro (mm)
número de artículo
unidades por paquete
datos sobre la segmentadura (tipo de segmento*, revestimiento de la superficie de fricción*, altura del segmento)

80 00124 1 0 000 Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M IFU 2.03] [DSF CR 3.5]
80 00124 1 0 050 100,50
80 00346 1 0 000 Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M G3 IFU 2] [DSF CR 3]

reparación de los escalones

Conjuntos y cilindros

nº de artículo conjunto
nº de artículo del pistone e cilindro
referencia

91 395 962 piston: 91395600; cylinder liner: 89495110, new version
91 395 971 piston: 91395600; cylinder liner: 89005210
92 815 960 piston: 92815600; cylinder liner: 89005110
92 815 961 piston: 92815600; cylinder liner: 89495110
89 495 110 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8
89 005 110 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3
89 005 210 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3

nº de artículo del cilindro
tipo de construcción del cilindro*
estado de mecanización
Ø de ajuste (mm)
Ø collar (mm)
altura collar
longitud total (mm)

*vea el índice de abreviaturas

Cojinetes de fricción

n° de artículo del cojinete	tipo de cojinete	diámetro de eje (estándar) máx. / orificio del cuerpo mín. / anchura del cojinete / espesor estándar (mm)	materiales*
73 419 600 78 042 600	NW-L STD	∅ 47.950 / 52.000 / 30.500 / 2.010	St/B
78 186 600	PAIR HL STD	∅ 69.990 / 74.500 / 27.000 / 2.229	St/B/G
78 228 600	PAIR PL STD	∅ 59.960 / 64.000 / 25.000 / 2.000	St/B/G
	PAIR AS STD	∅ 79.300 / 94.614 / / 2.985	St/A; AS STD ∅ 79.300 / 101.614 / / 2.985 St/A

78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50

78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00

78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.

dimensiones a instalar

Biela

n° de artículo del biela	longitud total (mm)	tipo de biela
50 009 127	Length: 216; counterbore: 64; piston pin: 35	conrod parallel

agujero (mm) bulón (mm)

Cigüeñal

n° de artículo del cigüeñal	referencia
50 009 251 50 009 253	With gear wheel for flywheel

Culata del cilindro

n° de artículo culata del cilindro	válvula	perno vertical	estado a la entrega
50 003 079 50 003 091	-V-G-S-SB---	partially assembled	Reinforced version, Fit in dia. 120 mm
	-V-G-S-SB---	partially assembled	Reinforced version, Fit in dia. 120 mm for heat detector

guía de válvula inserto para asiento de válvula referencia

*vea el índice de abreviaturas

Válvulas y accesorios

n° de artículo de válvulas	válvula de escape	material*	tratamiento de vástagos de válvulas*	ángulo de asiento de válvula	n° de de chavetas de válvulas	guía de válvula de admisión / de escape	Ø exterior/ Ø collar x Ø interior x longitud (mm)
2293	EX	Bi - A/S - Cr	45°	1 - III	KK-8H		
22165	EX	Bi - A/S - Cr	45°	22 - III	MK-8H		
22199	IN	Bi - A/S - Cr	45°	22 - III			
2282	IN	S	45°	1 - III	81-2246		IN/EX; 15/ x 8 x 57.5 G2 - CC
22306	IN	S	45°	22 - III	81-2247		IN/EX; 15.25/ x 8 x 57.5 G2 - CC
					81-2248		IN/EX; 15.5/ x 8 x 57.5 G2 - CC

Ø de la cabeza x Ø de vástago x longitud (mm)
 n° de artículo de válvulas
 válvula de escape
 material*
 tratamiento de vástagos de válvulas*
 ángulo de asiento de válvula
 n° de de chavetas de válvulas
 guía de válvula de admisión / de escape
 Ø exterior/ Ø collar x Ø interior x longitud (mm)
 válvula de admisión
 puntas de vástagos de válvulas tratamiento*
 modelos de puntas de vástagos*
 n° de artículo guías de válvulas
 material*
 anillo de retención

Insertos de asientos de válvulas

n° de ref.	inserto del asiento de escape	Ø exterior/ Ø interior x altura (mm)	material*
50 004 881	EX	40.15 x 31 x 9.8	ST; 45°
92-22003	EX	40.16 x 31 x 9.75	G1; 45°
92-22004	EX	40.26 x 31 x 9.75	G1; 45°
50 004 880	IN	45.65 x 36 x 9.9	ST; 45°
92-22001	IN	45.66 x 36 x 10	G1; 45°

inserto del asiento de escape
 Ø exterior/ Ø interior x altura (mm)
 n° de ref.
 material*
 inserto del asiento de admisión
 ángulo del asiento


Juegos de Árboles de levas

n° de árbol de levas	árbol de levas
50 006 367	CAM


n° de árbol de levas
 árbol de levas

*vea el índice de abreviaturas



Empujador

n° de artículo de empujador	ajuste de juego para la válvula		
 50 006 457	TAP [8]	H	21,4 x 68
empujador (unidades por paquete)	Ø exterior x longitud (mm)		


Balancín / Palanca de arrastre

n° de artículo de balancín/palanca de arrastre
 50 006 410

Bombas de agua / Bombas de aceite

n° de artículo para bombas de agua	observaciones restricciones (año de construcción o número del motor) del producto para el motor	n° de artículo para bombas de aceite
 50 005 210 50 005 615	→ mot. 744215 mot. 744216 →	 50 005 366

PIERBURG

n° de artículo PIERBURG	informaciones de productos
 7.02242.00.0	Fuel pump; mechanical

*vea el índice de abreviaturas



Группа Motor Service.

Качество и сервис из одних рук.

Группа Motor Service – это организация по сбыту продукции концерна Kolbenschmidt Pierburg, активно действующая на мировом рынке обслуживания автомобилей. Она является ведущей фирмой, предлагающей компоненты двигателей для свободного рынка запасных частей высококачественных марок KOLBENSCHMIDT, PIERBURG и TRW Engine Components. Широкий и всеобъемлющий ассортимент позволяет заказчикам приобретать детали двигателей из одних рук. Для решения задач торговых пред-

приятий и мастерских она, являясь дочерней фирмой крупного поставщика автомобильной промышленности, предлагает, кроме того, обширный набор услуг и техническую компетенцию.

Kolbenschmidt Pierburg. Пользуясь хорошей репутацией поставщик международной автомобильной промышленности.

В качестве многолетних партнёров производителей транспортных средств предприятия группы Kolbenschmidt Pierburg с признанной компетентностью разрабатывают новаторские компоненты и систем-

ные решения в области снабжения воздухом и снижения содержания вредных веществ, масляных, водяных и вакуумных насосов, поршней, блоков цилиндров двигателей и подшипников скольжения.

Изделия удовлетворяют высоким требованиям и стандартам качества автомобильной промышленности. Низкий уровень выброса вредных веществ, экономное потребление топлива, надёжность, качество и безопасность являются определяющими стимулами новаторских решений Kolbenschmidt Pierburg.

Важные примечания

Данные продуктов в этом каталоге тщательно проработаны, но не являются для нас обязательными. Мы не гарантируем правильность данных. Мы не можем исключить изменений комплектации со стороны изготовителей автомобилей, а также двигателей или изменений обозначений. В каждом конкретном случае просим привести справки в нашем центре технического обслуживания клиентов. Мы всегда рады сообщением об ошибках в нашем каталоге и исправим их в следующих изданиях. Наименования, описания или номера автомобилей или изготовителей и т. п. приведены как информация для сравнений. Детали, названные в каталоге, являются запасными частями качества KS, но не подлинными частями. Рисунки, схемы и другие данные приведены для объяснений и дадут Вам общее представление, однако, они не являются

основой для монтажа, объема поставки и конструкции. В особенности это касается данных изготовителей. Данные о номерах подлинных запасных частей изготовителей автомобилей и двигателей служат только для сравнения. Они не говорят о происхождении и не могут применяться по отношению к третьим лицам. Мы не берем на себя никаких гарантий за использование сравнительных данных, прежде всего, из-за возможных изменений и/или различий в размерах того или иного изготовителя. Если этот каталог содержит изделия, которые были изготовлены не Группой Motor Service, то приводятся сведения об изделии и технические данные соответствующего производителя. Мы не берём на себя ответственность за правильность этих данных и за то, что этот продукт подходит для предполагаемого назначения. Для гарантирова-

ния ответственности каждый раз перед монтажом необходимо обратиться за профессиональным советом производителя или его мастерской, авторизованной на основании контракта. Детали, предлагающиеся в этом каталоге, не предназначаются для использования в летательных аппаратах. При их использовании в корабельных двигателях помните, что, несмотря на идентичные обозначения на двигателях всё же могут подходить другие детали двигателя (например, поршни). Перепечатка, воспроизведение и размножение, в том числе и отдельных частей, возможно только с нашего предварительного письменного согласия и с указанием источника. С появлением нового каталога старый теряет свою силу. Оставляем за собой право на внесение изменений.

Полезную техническую информацию Вы найдёте в

Сервис

рекомендации и информация

Эти брошюры Вы можете просмотреть также на нашей домашней страничке в Интернете.

www.ms-motor-service.com



Части двигателя оригинального качества предприятия-изготовителя

Сельскохозяйственные и строительные машины, грузоподъемный транспорт, промышленное оборудование, оборудование для горнодобывающей промышленности и для добычи сырья приводятся в действие двигателями, которые в большинстве случаев подвержены предельным нагрузкам. По причине высоких требо-

ваний, предъявляемых к сроку службы, регулярное техническое обслуживание при необходимой замене быстроизнашивающихся частей становится просто необходимым. По этой причине вся отрасль особенно заинтересована в быстрой и повсеместной возможности располагать запасными частями наилучшего качества. С

этим требованиям MS Motor Service International сталкивается каждый день. Мы, как большой, с высокой производительностью и пользующийся хорошей репутацией поставщик запасных частей предлагаем для многих двигателей из этой области запасные части оригинального качества предприятия-изготовителя.



Обеспечение качества

В знак того, что наша система обеспечения качества соответствует требованиям специальных международных норм, мы провели сертификацию ISO 9001. Многие из наших заказчиков, в частности, известные во всем мире производители транспортных средств, предъявляют дальнейшие требования к нашей фирме. Для системы менеджмента качества эти требования обобщены в Международном стандарте ISO/TS 16 949. Для того, чтобы удовлетворить желания заказчиков и показать, что мы выполняем также и эти, далеко выходящие за пределы требований ISO 9001 обязательства, мы сертифицировали нашу систему обеспечения качества также по ISO/TS 16 949. Если же, несмотря на непрерывно проводимый контроль во время производственного процесса и основательный заключительный контроль, всё-таки возникнет

дефект материала или изготовления, то мы, само собой разумеется, берем на себя или ремонт двигателя, или замену рекламируемого изделия в течение гарантийного срока. Рекламации подобного рода необходимо направлять нам письменно в течение 30 дней после обнаружения повреждения. Срок гарантии на наши изделия составляет 24 месяца, считая с момента поставки изделия. Гарантия теряет силу, если поставленный продукт был изменен третьей стороной или были вмонтированы части иного происхождения, за исключением случаев, когда дефект не связан с такими изменениями. Гарантия также теряет силу, если обращение с деталями или их монтаж осуществлялись не в соответствии с действующими предписаниями. Гарантия не распространяется на естественный износ и повреждение в результате неправильного обращения.



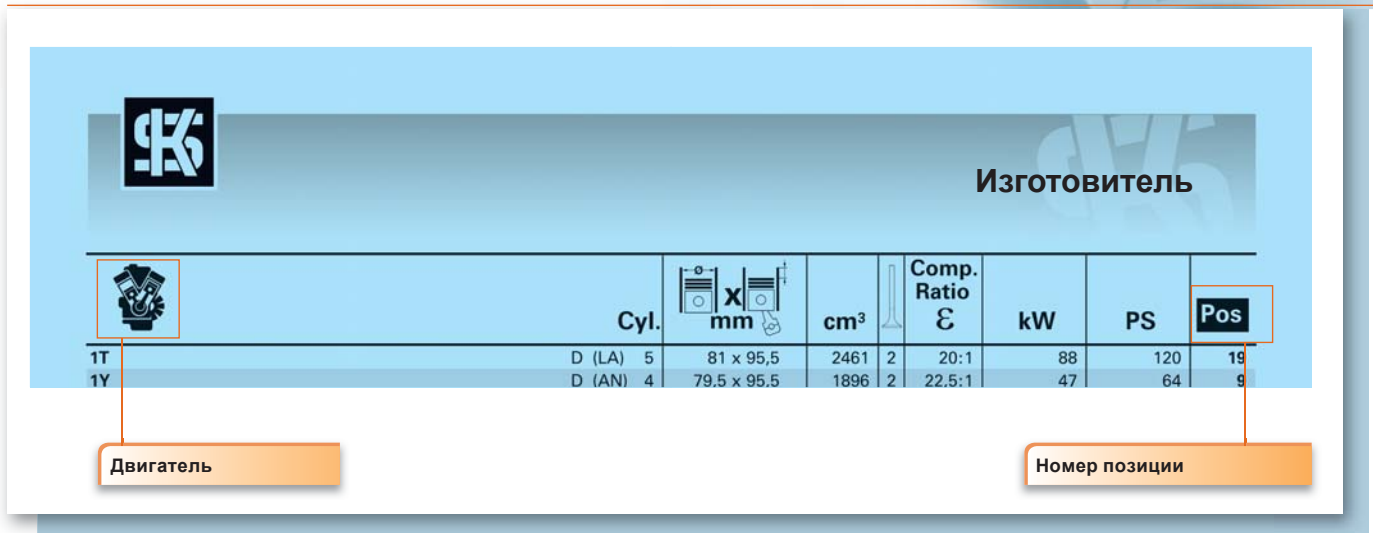
Менеджмент, занимающийся экологическими проблемами

Ответственное обращение с ресурсами, защита нашей окружающей среды и соблюдение всех установленных законом важных обязательств имеют большое значение для долгосрочного сотрудничества со всеми нашими партнерами. Это и стало причиной, мотивирующей нас выполнить требования систем менеджмента охраны окружающей среды ISO 14001 и сертифицировать нашу организацию.

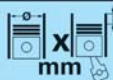
Указания по использованию каталога

Индекс двигателей

Каждый изготовитель имеет в начале подробное описание помощи к поиску. Отсортировано по обозначениям двигателей в алфавитно-цифровом порядке возрастания.



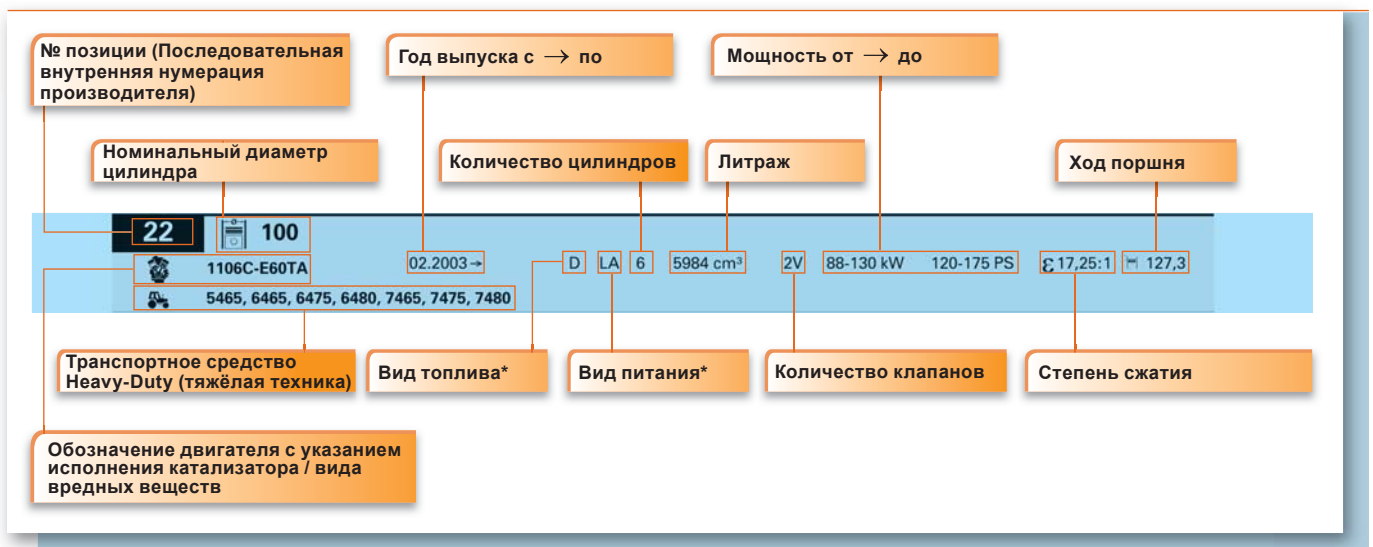
Изготовитель

		Cyl.	 mm	cm ³	Comp. Ratio ϵ	kW	PS	Pos	
1T	D (LA)	5	81 x 95,5	2461	2	20:1	88	120	19
1Y	D (AN)	4	79.5 x 95,5	1896	2	22.5:1	47	64	9

Двигатель (callout to the engine icon)

Номер позиции (callout to the Pos column)

Строка двигателей



№ позиции (Последовательная внутренняя нумерация производителя) | Год выпуска с → по | Мощность от → до

Номинальный диаметр цилиндра | Количество цилиндров | Литраж | Ход поршня

22 | **100** | **1106C-E60TA** | **02.2003 →** | **D LA 6** | **5984 cm³** | **2V** | **88-130 kW** | **120-175 PS** | **ϵ 17,25:1** | **127,3**

5465, 6465, 6475, 6480, 7465, 7475, 7480

Транспортное средство Heavy-Duty (тяжёлая техника) | Вид топлива* | Вид питания* | Количество клапанов | Степень сжатия

Обозначение двигателя с указанием исполнения катализатора / вида вредных веществ

*см. список сокращений

Данные продукта

Страницы каталога состоят из нижепредставленных информационных блоков:

Номер позиции	Строка производителя
Изготовитель	
22 100 1106C-E60TA 02.2003 → D LA 6 5984 cm ³ 2V 88-130 kW 120-175 PS £17,25:1 127,3 5465, 6465, 6475, 6480, 7465, 7475, 7480	
<p>94 653 600 Cyl. Ø: 100; KH: 71.8; BÜ: 5.8; MT: -21.4; MØ: 45; GL: 123.6; piston pin: 35x80; number of piston rings: 3 T15 2,94 CR G6 M 2 G3 DSF 3 CR → 80 00346 1 0 ... 1997→</p>	
<p>80 00124 1 0 000 Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M IFU 2.03] [DSF CR 3.5] 80 00124 1 0 050 100,50</p>	
<p>80 00346 1 0 000 Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M G3 IFU 2] [DSF CR 3]</p>	
<p>91 395 962 piston: 91395600; cylinder liner: 89495110, new version</p>	
<p>91 395 971 piston: 91395600; cylinder liner: 89005210</p>	
<p>92 815 960 piston: 92815600; cylinder liner: 89005110</p>	
<p>92 815 961 piston: 92815600; cylinder liner: 89495110</p>	
<p>89 495 110 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8, 89 005 110 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3, 89 005 210 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3</p>	
<p>73 419 600 NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B 78 042 600 PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50 78 186 600 PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00 78 228 600 PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.</p>	
<p>50 009 127 Length: 216; counterbore: 64; piston pin: 35; conrod parallel</p>	
<p>50 009 251 With gear wheel for flywheel</p>	
<p>50 009 253 With gear wheel for flywheel</p>	
<p>50 003 079 - V - G - S - - SB - - ; partially assembled, Reinforced version, Fit in dia. 120 mm</p>	
<p>50 003 091 - V - G - S - - SB - - ; partially assembled, Reinforced version, Fit in dia. 120 mm, for heat detector</p>	
<p>2293 EX; 36.9 x 8 x 133 x Bi - A/S - Cr - 45° - 1 - III, →07.1992</p>	<p>KK-8H MK-8H 81-2246 IN/EX; 15/ x 8 x 57.5 G2 - CC 81-2247 IN/EX; 15.25/ x 8 x 57.5 G2 - CC 81-2248 IN/EX; 15.5/ x 8 x 57.5 G2 - CC</p>
<p>22165 EX; 37 x 8 x 133 x Bi - A/S - Cr - 45° - 22 - III, 08.1992→</p>	
<p>22199 IN; 43 x 8 x 133 x Bi - A/S - Cr - 45° - 22 - III, 08.1992→</p>	
<p>2282 IN; 43 x 8 x 133 x S - - 45° - 1 - III, →07.1992</p>	
<p>22306 IN; 45 x 8 x 133 x S - - 45° - 22 - III</p>	
<p>50 004 881 EX; 40.15 x 31 x 9.8; ST; 45° 92-22003 EX; 40.16 x 31 x 9.75; G1; 45° 92-22004 EX; 40.26 x 31 x 9.75; G1; 45° 50 004 880 IN; 45.65 x 36 x 9.9; ST; 45° 92-22001 IN; 45.66 x 36 x 10; G1; 45°</p>	
<p>50 006 367 CAM</p>	
<p>50 006 457 TAP [8] H 21,4 x 68</p>	
<p>50 006 410</p>	
<p>50 005 210 → mot. 744215 50 005 615 mot. 744216→</p>	<p>50 005 366</p>
<p>7.02242.00.0 Fuel pump; mechanical</p>	
Строка двигателей	Поле с данными продукта

*см. список сокращений

Поршни

Диаметр цилиндра (мм)

Товарный номер

Схема поршня

КН = Компрессионная высота (мм)
 ВU = Превышение днища (мм)
 VT1 = Глубина карманов-выемок клапанов 1 (мм)
 VT2 = Глубина карманов-выемок клапанов 2 (мм)
 MT = Глубина выемки (мм)
 MØ = Диаметр выемки (мм)
 GL = Общая длина (мм)

Диаметр пальца x длина пальца (мм)

Количество поршневых колец

94 653 600 Cyl. Ø: 100; KH: 71.8; ВU: 5.8; MT: -21.4; MØ: 45; GL: 123.6; piston pin: 35x80; number of piston rings: 3
 T15 2,94 CR G6
 M 2 G3
 DSF 3 CR
 → 80 00346 1 0 ...
 1997 →

Виды колец

Комплект поршневых колец

Материал*

Высота кольца (мм)

Год выпуска с → по

Покрытие рабочей поверхности*

Комплект поршневых колец

Товарный номер

Диаметр цилиндра (мм)

Упаковочная единица

Данные комплекта колец (тип поршня*, покрытие рабочей поверхности*, высота кольца (мм))

80 00124 1 0 000 Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M IFU 2.03] [DSF CR 3.5]
 80 00124 1 0 050 100,50
 80 00346 1 0 000 Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M G3 IFU 2] [DSF CR 3]

Степень ремонта

Сборочные комплекты – цилиндры

Товарный номер сборочных комплектов

Товарный номер поршней и цилиндров

Примечания

91 395 962 piston: 91395600; cylinder liner: 89495110, new version
 91 395 971 piston: 91395600; cylinder liner: 89005210
 92 815 960 piston: 92815600; cylinder liner: 89005110
 92 815 961 piston: 92815600; cylinder liner: 89495110
 89 495 110 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8,
 89 005 110 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3,
 89 005 210 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3

Товарный номер цилиндров

Конструкция цилиндра*

Состояние обработки

Диаметр посадочного пояса (мм)

Диаметр буртика (мм)

Высота буртика / монтажная высота (мм)

Общая длина (мм)

*см. список сокращений

Подшипники скольжения

Товарный номер	Конструкция подшипника	(Стандартный) диаметр вала макс. / отверстие в корпусе мин. / ширина подшипника / стандартная толщина стенки (мм)	Материалы*
73 419 600	NW-L STD	∅ 47.950 / 52.000 / 30.500 / 2.010	St/B
78 042 600	PAIR HL STD	∅ 69.990 / 74.500 / 27.000 / 2.229	St/B/G
78 186 600	PAIR PL STD	∅ 59.960 / 64.000 / 25.000 / 2.000	St/B/G
78 228 600	PAIR AS STD	∅ 79.300 / 94.614 // 2.985	St/A
		AS STD ∅ 79.300 / 101.614 // 2.985	St/A
		78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50	
		78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00	
		78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.	

Степень ремонта

Шатуны

Товарный номер	Общая длина (мм)	Конструкция шатуна
50 009 127	Length: 216; counterbore: 64;	piston pin: 35; conrod parallel

Глухое отверстие (мм) Поршневой палец (мм)

Коленчатый вал

Товарный номер	Примечания
50 009 251 50 009 253	With gear wheel for flywheel

Головка блока цилиндров

Товарный номер	Клапан	Распорный болт	Состояние поставки
50 003 079 50 003 091	- V - G - S - SB - - -	partially assembled	Reinforced version, Fit in dia. 120 mm
	- V - G - S - SB - - -	partially assembled	Reinforced version, Fit in dia. 120 mm, for heat detector

Направляющая втулка клапана Кольцо седла клапана Примечания

*см. список сокращений

Клапаны и принадлежности

Товарный номер клапана	Выпускной клапан	Диаметр головки x диаметр стержня x длина (мм)	Материал*	Обработка стержня клапана*	Угол фаски седла клапана	Товарный номер конической фаски клапана	Направляющие втулки впускного/выпускного клапанов	Наружный диаметр / диаметр пояса x внутренний диаметр x длина (мм)
2293		EX; 36.9 x 8 x 133	Bi - A/S - Cr	45°	1 - III, →07.1992	KK-8H		IN/EX; 15/ x 8 x 57.5 G2 - CC
22165		EX; 37 x 8 x 133	Bi - A/S - Cr	45°	22 - III, 08.1992→	МК-8H		IN/EX; 15.25/ x 8 x 57.5 G2 - CC
22199		IN; 43 x 8 x 133	Bi - A/S - Cr	45°	22 - III, 08.1992→	81-2246		IN/EX; 15.5/ x 8 x 57.5 G2 - CC
2282		IN; 43 x 8 x 133	S	45°	1 - III, →07.1992	81-2247		
22306		IN; 45 x 8 x 133	S	45°	22 - III	81-2248		
	Впускной клапан	Конец стержня клапана, обработка*	Исполнения концов стержней*	Товарный номер направляющей втулки клапана	Материал*	Пружинное стопорное кольцо		

Кольца седла клапана

Товарный номер кольца седла клапана	Кольцо седла выпускного клапана	Наружный диаметр / внутренний диаметр x высота (мм)	Материал*	Угол посадки клапана
50 004 881		EX; 40.15 x 31 x 9.8	ST	45°
92-22003		EX; 40.16 x 31 x 9.75	G1	45°
92-22004		EX; 40.26 x 31 x 9.75	G1	45°
50 004 880	Кольцо седла впускного клапана	IN; 45.65 x 36 x 9.9	ST	45°
92-22001		IN; 45.66 x 36 x 10	G1	45°

Распределительные валы

Товарный номер	Распределительный вал
50 006 367	CAM

*см. список сокращений

Толкатели

Товарный номер	Регулирование зазора в клапанах		
50 006 457	TAP [8]	H	21,4 x 68
Толкатель (упаковочная единица)	Наружный диаметр x длина (мм)		

Коромысла / балансиры

Товарный номер
50 006 410

Водяные / масляные насосы

Товарный номер водяного насоса	Год выпуска с → по	Товарный номер масляного насоса
50 005 210 50 005 615	→ mot. 744215 mot. 744216 →	50 005 366

PIERBURG

Товарный номер PIERBURG	Информация о продукте
7.02242.00.0	Fuel pump; mechanical

*см. список сокращений



TRW
EngineComponents



PIERBURG

LIST OF MANUFACTURERS

- DE** Herstellerverzeichnis
- EN** List of manufacturers
- FR** Liste de constructeurs
- ES** Lista de fabricantes
- RU** Перечень производителей





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TRW
EngineComponents

PIERBURG





TRW
EngineComponents



PIERBURG

PRODUCT APPLICATIONS

DE Produktprogramm

EN Product range

FR La gamme

ES Programa de productos

RU Производственный ассортимент





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TRW
EngineComponents

PIERBURG

MANUFACTURERS "A"

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AXECO..... → DEUTZ

85






TRW
EngineComponents

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		Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos	A
F 108		D (AN) 1	95 x 116	822	2	19:1	10	14	2	
F 207		D (AN) 2	95 x 108	1531	2	19:1	16	22	2	
F 208		D (AN) 2	90 x 108	1644	2	19:1	18	25	1	
F 217		D (AN) 2	90 x 108	1374	2	19:1	15	20	1	
F 217		D (AN) 2	90 x 108	1374	2	19:1	15	22	1	
F 219		D (AN) 2	98 x 116	1750	2	19:1	22	30	3	
F 308		D (AN) 3	95 x 116	2467	2	19:1	28	38	2	
F 319		D (AN) 3	98 x 116	2625	2	19:1	29	40	3	
F 329		D (AN) 3	98 x 116	2625	2	19:1	26	35	3	
F 408		D (AN) 4	95 x 116	3289	2	19:1	36	50	2	
F 419		D (AN) 4	98 x 116	3500	2	19:1	37	50	3	



A

1

90



F 208	1957 → 1963	D AN 2	1644 cm ³	2V	18 kW	25 PS	£ 19:1		108
F 217	1960 → 1963	D AN 2	1374 cm ³	2V	15 kW	20 PS	£ 19:1		108
F 217	1960 → 1963	D AN 2	1374 cm ³	2V	15 kW	22 PS	£ 19:1		108



Standart, Standart T



2473 EX; 34 x 8 x 155.4 x S - - 45° - 22 - III

2460 IN; 38 x 8 x 155.4 x S - - 45° - 22 - III



81-2405

IN/EX; 13.05/ x 8 x 90 G1

81-2406

IN/EX; 14.05/ x 8 x 90 G1

2

95



F 108	1957 → 1963	D AN 1	822 cm ³	2V	10 kW	14 PS	£ 19:1		116
F 207	1957 → 1963	D AN 2	1531 cm ³	2V	16 kW	22 PS	£ 19:1		108
F 308	1957 → 1963	D AN 3	2467 cm ³	2V	28 kW	38 PS	£ 19:1		116
F 408	1957 → 1963	D AN 4	3289 cm ³	2V	36 kW	50 PS	£ 19:1		116



AP 18, Junior , P 144, Standart, Super



2473 EX; 34 x 8 x 155.4 x S - - 45° - 22 - III

2460 IN; 38 x 8 x 155.4 x S - - 45° - 22 - III



81-2405

IN/EX; 13.05/ x 8 x 90 G1

81-2406

IN/EX; 14.05/ x 8 x 90 G1

3

98



F 219	1960 → 1963	D AN 2	1750 cm ³	2V	22 kW	30 PS	£ 19:1		116
F 319	1960 → 1963	D AN 3	2625 cm ³	2V	29 kW	40 PS	£ 19:1		116
F 329	1960 → 1963	D AN 3	2625 cm ³	2V	26 kW	35 PS	£ 19:1		116
F 419	1960 → 1963	D AN 4	3500 cm ³	2V	37 kW	50 PS	£ 19:1		116



Master, Standart Star, Super Expert, Super L



2473 EX; 34 x 8 x 155.4 x S - - 45° - 22 - III

2460 IN; 38 x 8 x 155.4 x S - - 45° - 22 - III



81-2405

IN/EX; 13.05/ x 8 x 90 G1

81-2406

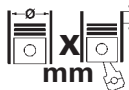

IN/EX; 14.05/ x 8 x 90 G1



TRW
EngineComponents



ATLAS COPCO

		Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos	A
BF 4 M 2011	D (A)	4	94 x 112	3110	2	18,5:1	65	84	2	
TCD 2012 L4 2V Euro 3	D (LA)	4	101 x 126	4038	2	18:1	83-103	113-140	3	
403D-15T Euro 3	D (A)	3	84 x 90	1496	2	22,5:1	30	41	1	



A

1

84



403D-15T Euro 3

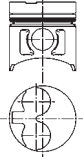
D A 3 1496 cm³ 2V 30 kW 41 PS £22,5:1 90



AR 35 Super

40 253 600

Cyl. Ø: 84; KH: 47.7; VT1: -1.6; MT: -1.6; GL: 87.7; piston pin: 28x72; number of piston rings: 3



R 2 CK ST
M 1,5
DSF 3 NT ST
→ 80 00594 1 0 ...



80 00594 1 0 000 Cyl. Ø: 84; Set: 1; [R ST IF CK 2] [M IW 1.5] [DSF ST NT 3]

2

94



BF 4 M 2011

D A 4 3110 cm³ 2V 65 kW 84 PS £18,5:1 112



AR 85



78 778 600 PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A
78 938 600 PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A
78 938 610 0,25 / 78 938 620 0,50
79 241 600 PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A
79 241 610 0,25 / 79 241 620 0,50
77 584 600 SET NW-L STD Ø 53.960 / 58.000 / 23.500 / 2.000 St/B; NW-L STD Ø 53.960 / 58.000 / 17.000 / 2.000 St/B
77 728 690 SET PL-B SEMI Ø 30.000 / 33.000 / 26.400 / St/B

3

101



TCD 2012 L4 2V Euro 3

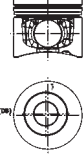
D LA 4 4038 cm³ 2V 83-103 kW 113-140 PS £18:1 126



AR 95, AR 95 Super, AW 1110, AW 1120, AW 1120 PD, AW 1130, AW 1130 PD, AW 1140, AW 1140 PD

40 441 600

Cyl. Ø: 101; KH: 55.15; MT: -18.12; MØ: 62; GL: 90.65; piston pin: 40x80; number of piston rings: 3



40 441 610 101,50
RTK
T15 2,5 CK G6
M 2 G3
DSF 3 CR
→ 80 00573 1 0 ...



80 00573 1 0 000 Cyl. Ø: 101; Set: 1; [T15 G6 IW CK 2.5] [M G3 IFU 2] [DSF CR 3]
80 00573 1 0 050 101,50



MK-8H



92-22014

EX; 39.98 x 30.1 x 7.4; G1; 45°



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TRW
EngineComponents

PIERBURG

MANUFACTURERS "B"

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TRW
EngineComponents



CATERPILLAR

	Cyl.		 mm	cm ³		Comp. Ratio ε	kW	PS	Pos
	XN 1P	B	4	88 x 81	1971	2	8,35:1	55	75

C



1

88



XN 1P

1984 → 1993

B

4

1971 cm³

2V

55 kW

75 PS

ε 8,35:1

81



2MC, 3EC, 4EG, 5GB, 5HB, 5NG, 8EB

C



93 316 700



Cyl. Ø: 88; KH: 37.9; BÜ: 2.55; GL: 73.45; piston pin: 23x74; number of piston rings: 3

R 1,5 CR G6

M 2

SLF 4 CR

→ **80 00038 4 1 ...**

with multi-piece steel-rail oil control ring (SLF)

93 908 600



Cyl. Ø: 88; KH: 38.25; BÜ: .65; GL: 71.9; piston pin: 23x74; number of piston rings: 3

R 1,5 CR G6

M 2

SLF 4 CR

→ **80 00038 4 1 ...**



80 00038 4 1 000

Cyl. Ø: 88; Set: 4; [R G6 CR 1.5] [M 2] [SLF CR 4]



93 316 970

Piston: 93316700; Cylinder liner: 88589110

93 908 960

Piston: 93908600; Cylinder liner: 88589110



88 589 110

N - Wet cylinder liner; finished; A=93 C=101.9 L=135.6 H=90



78 854 608

PAIR AS STD Ø 61.650 / 72.550 // 2.330 St/B

78 854 628 0,10

77 086 608

SET HL STD Ø 58.573 / 62.384 / 21.500 / 1.888 St/A; HL STD Ø 54.920 / 58.731 / 29.350 / 1.888 St/A; HL STD Ø 57.189 / 61.000 / 29.500 / 1.888 St/A; HL STD Ø 59.416 / 63.227 / 29.500 / 1.888 St/A; HL STD Ø 56.165 / 59.976 / 21.500 / 1.888 St/A

77 086 618 0,30 / 77 086 628 0,50 / 77 086 638 0,80 / 77 086 648 1,00, For new crankshaft without decanting plugs., 11.1981→

77 095 608

SET PL STD Ø 49.991 / 53.655 / 23.400 / 1.818 St/A

77 095 618 0,30 / 77 095 628 0,50 / 77 095 638 0,80 / 77 095 648 1,00



537812

EX; 35.5 x 8 x 112 x A - Cr - 45° - 1 -




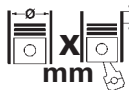

KK-8H



81-5311

IN/EX; 14.06/ x 8.04 x 55.5 G1



		Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos
TCD 2012 L4 2V Euro 3		D (LA) 4	101 x 126	4038	2	18:1	83-103	113-140	1
1104D-E44T Euro 3		D (LA) 4	105 x 127	4400	2	16,2:1	55-75	75-102	2

C



TRW
EngineComponents

PIERBURG

PIERBURG
CLAAS

1

101



TCD 2012 L4 2V Euro 3

D LA 4 4038 cm³ 2V 83-103 kW 113-140 PS ϵ 18:1 \bar{H} 126



Scorpion 7030, Scorpion 7040, Scorpion 7045, Scorpion 9040



Cyl. \varnothing : 101; KH: 55.15; MT: -18.12; M \varnothing : 62; GL: 90.65; piston pin: 40x80; number of piston rings: 3

40 441 610 101,50

RTK

T15 2,5 CK G6

M 2 G3

DSF 3 CR

→ **80 00573 1 0 ...**



80 00573 1 0 000 Cyl. \varnothing : 101; Set: 1; [T15 G6 IW CK 2.5] [M G3 IFU 2] [DSF CR 3]

80 00573 1 0 050 101,50



MK-8H



92-22014

EX; 39.98 x 30.1 x 7.4; G1; 45°

2

105



1104D-E44T Euro 3

D LA 4 4400 cm³ 2V 55-75 kW 75-102 PS ϵ 16,2:1 \bar{H} 127



Axos 310, Axos 320, Axos 330, Axos 340



Cyl. \varnothing : 105; KH: 70.116; MT: -22.04; M \varnothing : 55.21; GL: 108.05; piston pin: 39.7x78; number of piston rings: 3

40 234 610 105,50

RTK, TPL

T15 3,5 MO G6

M 2,5 G3

DSF 3,5 CR

→ **80 00565 1 0 ...**



80 00565 1 0 000 Cyl. \varnothing : 105; Set: 1; [T15 G6 MO 3.5] [M G3 IFU 2.5] [DSF CR 3.5]

80 00565 1 0 050 105,50



105-35625

EX; 41.6 x 9 x 129.2 x A/S - Cr - 30° - 9 -



RK-9H

105-35624




IN; 46.3 x 9 x 129.2 x S - Ni - 30° - 9 -



TRW
EngineComponents



CUMMINS

		Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos
ISB 135 Euro 3	D (LA)	4	102 x 120	3900	4		99-125	135-170	8
ISB 150 Euro 3	D (LA)	4	102 x 120	3900	4		99-125	130-170	8
ISB 170 Euro 3	D (LA)	4	102 x 120	3900	4		99-125	135-170	8
ISB 185 Euro 3	D (LA)	6	102 x 120	5900	4		136-202	185-275	8
ISB 220 Euro 3	D (LA)	6	102 x 120	5900	4		136-202	185-275	8
ISB 250 Euro 3	D (LA)	6	102 x 120	5900	4		136-202	185-275	8
ISB 275 Euro 3	D (LA)	6	102 x 120	5900	4		136-202	185-275	8
N 855 Euro 1	D (AN)	6	139,7 x 152	14039	4	15,5:1	221-226	300-335	13
NT 855 Euro 1	D (A)	6	139,7 x 152	14039	4	15,5:1	228-257	310-350	13
NTA 855 (BC) Euro 1	D (LA)	6	139,7 x 152	14039	4	15,5:1	250-386	340-525	13
4B 3.9 C Euro 2	D (AN)	4	102 x 120	3900	2	17,5:1	55-60	75-82	1
4BT 3.9 Euro 2	D (A)	4	102 x 120	3900	2	17,5:1	60-82	82-111	2
4BTA 3.9 Euro 2	D (LA)	4	102 x 120	3900	2	17,5:1	82-97	111-132	3
6B 5.9 C Euro 2	D (AN)	6	102 x 120	5883	2	17,5:1	86-132	115-177	4
6BT 5.9 Euro 2	D (A)	6	102 x 120	5883	2	17:1	86-132	115-177	5
6BTA 5.9 Euro 2	D (LA)	6	102 x 120	5883	2	17,5:1	86-132	115-177	6
6BTAA 5.9 Euro 2	D (LA)	6	102 x 120	5883	2	17,5:1	129	173	7
6C 8.3	D (AN)	6	114 x 135	8270	2	17,5:1	127-274	172-372	9
6CT 8.3 Euro 2	D (A)	6	114 x 135	8270	2	17,3:1	127-274	172-372	10
6CTA 8.3 Euro 2	D (LA)	6	114 x 135	8270	2	16,5:1	127-274	172-372	11
6CTAA 8.3	D (LA)	6	114 x 135	8270	2	17,5:1	127-274	172-372	12

C



TRW
EngineComponents

PIERBURG

CUMMINS

1



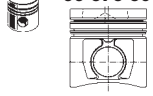
102



4B 3.9 C Euro 2

D AN 4 3900 cm³ 2V 55-60 kW 75-82 PS £17,5:1 120

99 676 600



Cyl. Ø: 102; KH: 71.535; MT: -17.7; MØ: 59.1; GL: 105.36; piston pin: 40x75.68; number of piston rings: 3

RTK
T15 3 CR G6
M 2,35
DSF 4 CR
→ **80 00544 1 0 ...**



80 00544 1 0 000

Cyl. Ø: 102; Set: 1; [T15 G6 CR 3] [M IF 2.35] [DSF CR 4]
80 00544 1 0 050 102,50



72 472 600

NW-L STD Ø 54.013 / 57.221 / 25.650 / 1.570 St/B

72 473 690

PL-B SEMI Ø 40.000 / 42.987 / 23.000 / St/B

79 331 600

PAIR PL STD Ø 69.013 / 72.987 / 31.100 / 1.968 St/B/G
79 331 620 0,50

77 800 600

SET HL STD Ø 83.013 / 87.982 / 29.000 / 2.465 St/A; PASS-L STD Ø 83.013 / 87.982 / 37.380 / 2.464 St/A
77 800 610 0,25 / 77 800 620 0,50



105-35616

EX; 42 x 8 x 129 x A/S - Cr - 45° - 1 - III

105-35615

IN; 45 x 8 x 129.2 x S - Cr - 30° - 1 - III



50 006 364

CAM



7.02242.41.0

Fuel pump; mechanical

7.02242.42.0

Fuel pump; mechanical

2



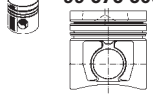
102



4BT 3.9 Euro 2

D A 4 3900 cm³ 2V 60-82 kW 82-111 PS £17,5:1 120

99 676 600



Cyl. Ø: 102; KH: 71.535; MT: -17.7; MØ: 59.1; GL: 105.36; piston pin: 40x75.68; number of piston rings: 3

RTK
T15 3 CR G6
M 2,35
DSF 4 CR
→ **80 00544 1 0 ...**



80 00544 1 0 000

Cyl. Ø: 102; Set: 1; [T15 G6 CR 3] [M IF 2.35] [DSF CR 4]
80 00544 1 0 050 102,50



72 472 600

NW-L STD Ø 54.013 / 57.221 / 25.650 / 1.570 St/B

72 473 690

PL-B SEMI Ø 40.000 / 42.987 / 23.000 / St/B

79 331 600

PAIR PL STD Ø 69.013 / 72.987 / 31.100 / 1.968 St/B/G
79 331 620 0,50

77 800 600

SET HL STD Ø 83.013 / 87.982 / 29.000 / 2.465 St/A; PASS-L STD Ø 83.013 / 87.982 / 37.380 / 2.464 St/A
77 800 610 0,25 / 77 800 620 0,50



105-35616

EX; 42 x 8 x 129 x A/S - Cr - 45° - 1 - III

105-35615

IN; 45 x 8 x 129.2 x S - Cr - 30° - 1 - III



50 006 364

CAM



50 005 242



7.02242.41.0

Fuel pump; mechanical

7.02242.42.0

Fuel pump; mechanical

3



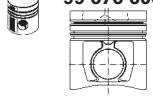
102



4BTA 3.9 Euro 2

D LA 4 3900 cm³ 2V 82-97 kW 111-132 PS £17,5:1 120

99 676 600



Cyl. Ø: 102; KH: 71.535; MT: -17.7; MØ: 59.1; GL: 105.36; piston pin: 40x75.68; number of piston rings: 3

RTK
T15 3 CR G6
M 2,35
DSF 4 CR
→ **80 00544 1 0 ...**



80 00544 1 0 000

Cyl. Ø: 102; Set: 1; [T15 G6 CR 3] [M IF 2.35] [DSF CR 4]
80 00544 1 0 050 102,50



72 472 600

NW-L STD Ø 54.013 / 57.221 / 25.650 / 1.570 St/B

72 473 690

PL-B SEMI Ø 40.000 / 42.987 / 23.000 / St/B

cont...



TRW
EngineComponents



CUMMINS

- 79 331 600 PAIR PL STD Ø 69.013 / 72.987 / 31.100 / 1.968 St/B/G
79 331 620 0,50
- 77 800 600 SET HL STD Ø 83.013 / 87.982 / 29.000 / 2.465 St/A; PASS-L STD Ø 83.013 / 87.982 / 37.380 / 2.464 St/A
77 800 610 0,25 / 77 800 620 0,50



50 005 242



7.02242.41.0 Fuel pump; mechanical

7.02242.42.0 Fuel pump; mechanical

4

102



6B 5.9 C Euro 2

D AN 6 5883 cm³ 2V 86-132 kW 115-177 PS ξ 17,5:1 \bar{h} 120



99 676 600



Cyl. Ø: 102; KH: 71.535; MT: -17.7; MØ: 59.1; GL: 105.36; piston pin: 40x75.68; number of piston rings: 3

RTK

T15 3 CR G6

M 2,35

DSF 4 CR

→ 80 00544 1 0 ...



80 00544 1 0 000

Cyl. Ø: 102; Set: 1; [T15 G6 CR 3] [M IF 2.35] [DSF CR 4]

80 00544 1 0 050 102,50



72 472 600

NW-L STD Ø 54.013 / 57.221 / 25.650 / 1.570 St/B



72 473 690

PL-B SEMI Ø 40.000 / 42.987 / 23.000 / St/B

79 331 600

PAIR PL STD Ø 69.013 / 72.987 / 31.100 / 1.968 St/B/G

79 331 620 0,50

77 801 600

SET HL STD Ø 83.013 / 87.982 / 29.000 / 2.465 St/A; PASS-L STD Ø 83.013 / 87.982 / 37.380 / 2.464 St/A

77 801 610 0,25 / 77 801 620 0,50



105-35616

EX; 42 x 8 x 129 x A/S - Cr - 45° - 1 - III



105-35615

IN; 45 x 8 x 129.2 x S - Cr - 30° - 1 - III



50 006 361

CAM



50 005 217



7.02242.41.0

Fuel pump; mechanical

7.02242.42.0

Fuel pump; mechanical

5

102



6BT 5.9 Euro 2

D A 6 5883 cm³ 2V 86-132 kW 115-177 PS ξ 17:1 \bar{h} 120



99 676 600



Cyl. Ø: 102; KH: 71.535; MT: -17.7; MØ: 59.1; GL: 105.36; piston pin: 40x75.68; number of piston rings: 3

RTK

T15 3 CR G6

M 2,35

DSF 4 CR

→ 80 00544 1 0 ...



80 00544 1 0 000

Cyl. Ø: 102; Set: 1; [T15 G6 CR 3] [M IF 2.35] [DSF CR 4]

80 00544 1 0 050 102,50



72 472 600

NW-L STD Ø 54.013 / 57.221 / 25.650 / 1.570 St/B



72 473 690

PL-B SEMI Ø 40.000 / 42.987 / 23.000 / St/B

79 331 600

PAIR PL STD Ø 69.013 / 72.987 / 31.100 / 1.968 St/B/G

79 331 620 0,50

77 801 600

SET HL STD Ø 83.013 / 87.982 / 29.000 / 2.465 St/A; PASS-L STD Ø 83.013 / 87.982 / 37.380 / 2.464 St/A

77 801 610 0,25 / 77 801 620 0,50



105-35616

EX; 42 x 8 x 129 x A/S - Cr - 45° - 1 - III



105-35615

IN; 45 x 8 x 129.2 x S - Cr - 30° - 1 - III



50 006 361

CAM



50 005 242



50 005 217



7.02242.41.0

Fuel pump; mechanical

7.02242.42.0

Fuel pump; mechanical



TRW
EngineComponents

PIERBURG

CUMMINS

6



102



6BTA 5.9 Euro 2

D LA 6 5883 cm³ 2V 86-132 kW 115-177 PS £17,5:1 120



40 322 600

Cyl. Ø: 102; KH: 71.35; MT: -22.1; MØ: 51.4; GL: 105.35; piston pin: 40x83; number of piston rings: 3



40 322 620 102,50

RTK, TPL

T15 3,5 CR G6

T15 3 G3

DSF 4 CR

→ **80 00544 1 0 ...**



40 324 600

Cyl. Ø: 102; KH: 71.35; MT: -20.7; MØ: 54.2; GL: 105.35; piston pin: 40x83; number of piston rings: 3



40 324 620 102,50

RTK, TPL

T15 3 CR G6

M 2,35

DSF 4 CR

→ **80 00544 1 0 ...**



99 676 600

Cyl. Ø: 102; KH: 71.535; MT: -17.7; MØ: 59.1; GL: 105.36; piston pin: 40x75.68; number of piston rings: 3



RTK

T15 3 CR G6

M 2,35

DSF 4 CR

→ **80 00544 1 0 ...**



80 00544 1 0 000

Cyl. Ø: 102; Set: 1; [T15 G6 CR 3] [M IF 2.35] [DSF CR 4]

80 00544 1 0 050 102,50



72 472 600

NW-L STD Ø 54.013 / 57.221 / 25.650 / 1.570 St/B

72 473 690

PL-B SEMI Ø 40.000 / 42.987 / 23.000 / St/B

79 331 600

PAIR PL STD Ø 69.013 / 72.987 / 31.100 / 1.968 St/B/G

79 331 620 0,50

77 801 600

SET HL STD Ø 83.013 / 87.982 / 29.000 / 2.465 St/A; PASS-L STD Ø 83.013 / 87.982 / 37.380 / 2.464 St/A

77 801 610 0,25 / **77 801 620** 0,50



105-35616

EX; 42 x 8 x 129 x A/S - Cr - 45° - 1 - III

105-35615

IN; 45 x 8 x 129.2 x S - Cr - 30° - 1 - III



50 006 361

CAM



50 005 242



50 005 217



7.02242.41.0

Fuel pump; mechanical



7.02242.42.0

Fuel pump; mechanical

7



102



6BTAA 5.9 Euro 2

D LA 6 5883 cm³ 2V 129 kW 173 PS £17,5:1 120



105-35616

EX; 42 x 8 x 129 x A/S - Cr - 45° - 1 - III



105-35615

IN; 45 x 8 x 129.2 x S - Cr - 30° - 1 - III



50 006 362

CAM

8



102



ISB 135 Euro 3

D LA 4 3900 cm³ 4V 99-125 kW 135-170 PS 120

ISB 150 Euro 3

D LA 4 3900 cm³ 4V 99-125 kW 130-170 PS 120

ISB 170 Euro 3

D LA 4 3900 cm³ 4V 99-125 kW 135-170 PS 120

ISB 185 Euro 3

D LA 6 5900 cm³ 4V 136-202 kW 185-275 PS 120

ISB 220 Euro 3

D LA 6 5900 cm³ 4V 136-202 kW 185-275 PS 120

ISB 250 Euro 3

D LA 6 5900 cm³ 4V 136-202 kW 185-275 PS 120

ISB 275 Euro 3

D LA 6 5900 cm³ 4V 136-202 kW 185-275 PS 120



80 00711 1 0 000

Cyl. Ø: 102; Set: 1; [T15 G6 CK 3] [M G3 IFU 2.385] [DSF CR 4]

80 00711 1 0 050 102,50 / **80 00711 1 0 100** 103,00



TRW
EngineComponents

**9****114****6C 8.3**D AN 6 8270 cm³ 2V 127-274 kW 172-372 PS ξ 17,5:1 135

99 866 600 Cyl. \varnothing : 114; KH: 78.81; MT: -21.2; M \varnothing : 66.5; GL: 120.5; piston pin: 45x91.5; number of piston rings: 3
RTK, TPL, Lox
T15 3,5 CR G6
T15 3 G3
DSF 4 CR
→ **80 00545 1 0 ...**

**80 00545 1 0 000** Cyl. \varnothing : 114; Set: 1; [T15 G6 IW CR 3.5] [T15 G3 IWU 3] [DSF CR 4]**99 866 960** Piston: 99866600; Cylinder liner: 89644110**99 866 961** Piston: 99866600; Cylinder liner: 89735110**99 866 962** Piston: 99866600; Cylinder liner: 89645110**89 735 110** N - Wet cylinder liner; finished; A=125.68 C=130.95 L=234.12 H+F=123.04+1.25**89 644 110** N - Wet cylinder liner; finished; A=125.68 C=130.95 L=237.12 H+F=123.04+1.25**89 645 110** N - Wet cylinder liner; finished; A=125.68 C=132.95 L=237.12 H+F=123.04+1.25**77 797 690** SET PL-B SEMI \varnothing 45.000 / 48.986 / 29.000 / St/B**77 798 600** SET HL STD \varnothing 98.013 / 104.980 / 32.100 / 3.452 St/A; PASS-L STD \varnothing 98.013 / 104.980 / 42.870 / 3.452 St/A
77 798 610 0,25 / 77 798 620 0,50**77 799 600** SET PL STD \varnothing 76.012 / 80.988 / 38.100 / 2.470 St/B/G**77 799 610 0,25 / 77 799 620 0,50****77 802 600** SET NW-L STD \varnothing / 63.983 / 25.250 / 1.970 St/B**105-35618** EX; 46 x 9.5 x 150.9 x A/S - Cr - 45° - 1 - III**105-35617** IN; 52 x 9.5 x 151 x S - Cr - 30° - 1 - III**50 005 219****10****114****6CT 8.3 Euro 2**D A 6 8270 cm³ 2V 127-274 kW 172-372 PS ξ 17,3:1 135**99 677 600**

Cyl. \varnothing : 114; KH: 78.61; MT: -21.8; M \varnothing : 63.4; GL: 120.3; piston pin: 45x91; number of piston rings: 3
RTK, TPL
T15 3,5 CR G6
T15 3 G3
DSF 4 CR
→ **80 00545 1 0 ...**

**80 00545 1 0 000** Cyl. \varnothing : 114; Set: 1; [T15 G6 IW CR 3.5] [T15 G3 IWU 3] [DSF CR 4]**99 677 951** Piston: 99677600; Cylinder liner: 89735110**99 677 960** Piston: 99677600; Cylinder liner: 89644110**99 677 961** Piston: 99677600; Cylinder liner: 89645110**89 735 110** N - Wet cylinder liner; finished; A=125.68 C=130.95 L=234.12 H+F=123.04+1.25**89 644 110** N - Wet cylinder liner; finished; A=125.68 C=130.95 L=237.12 H+F=123.04+1.25**89 645 110** N - Wet cylinder liner; finished; A=125.68 C=132.95 L=237.12 H+F=123.04+1.25**77 797 690** SET PL-B SEMI \varnothing 45.000 / 48.986 / 29.000 / St/B**77 798 600** SET HL STD \varnothing 98.013 / 104.980 / 32.100 / 3.452 St/A; PASS-L STD \varnothing 98.013 / 104.980 / 42.870 / 3.452 St/A
77 798 610 0,25 / 77 798 620 0,50**77 799 600** SET PL STD \varnothing 76.012 / 80.988 / 38.100 / 2.470 St/B/G**77 799 610 0,25 / 77 799 620 0,50****77 802 600** SET NW-L STD \varnothing / 63.983 / 25.250 / 1.970 St/B**105-35618** EX; 46 x 9.5 x 150.9 x A/S - Cr - 45° - 1 - III**105-35617** IN; 52 x 9.5 x 151 x S - Cr - 30° - 1 - III**50 006 363** CAM**50 005 241****50 005 219****7.02242.44.0**

Fuel pump; mechanical



TRW
EngineComponents

PIERBURG

CUMMINS

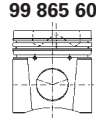
11

114



6CTA 8.3 Euro 2

D LA 6 8270 cm³ 2V 127-274 kW 172-372 PS ϵ 16,5:1 \bar{H} 135



99 865 600 Cyl. \varnothing : 114; KH: 78.61; MT: -21.2; M \varnothing : 66.5; GL: 120.3; piston pin: 45x91; number of piston rings: 3
RTK, TPL
T15 3,5 CR G6
T15 3 G3
DSF 4 CR
→ **80 00545 1 0 ...**

80 00545 1 0 000 Cyl. \varnothing : 114; Set: 1; [T15 G6 IW CR 3.5] [T15 G3 IWU 3] [DSF CR 4]

40 330 960 Piston: 40330600; Cylinder liner: 89629810

99 865 960 Piston: 99865600; Cylinder liner: 89644110

99 865 961 Piston: 99865600; Cylinder liner: 89645110

89 644 110 N - Wet cylinder liner; finished; A=125.68 C=130.95 L=237.12 H+F=123.04+1.25

89 645 110 N - Wet cylinder liner; finished; A=125.68 C=132.95 L=237.12 H+F=123.04+1.25

77 797 690 SET PL-B SEMI \varnothing 45.000 / 48.986 / 29.000 / St/B

77 798 600 SET HL STD \varnothing 98.013 / 104.980 / 32.100 / 3.452 St/A; PASS-L STD \varnothing 98.013 / 104.980 / 42.870 / 3.452 St/A
77 798 610 0,25 / 77 798 620 0,50

77 799 600 SET PL STD \varnothing 76.012 / 80.988 / 38.100 / 2.470 St/B/G

77 799 610 0,25 / 77 799 620 0,50

77 802 600 SET NW-L STD \varnothing / 63.983 / 25.250 / 1.970 St/B

50 005 241

50 005 219

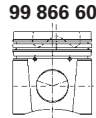
12

114



6CTAA 8.3

D LA 6 8270 cm³ 2V 127-274 kW 172-372 PS ϵ 17,5:1 \bar{H} 135



99 866 600 Cyl. \varnothing : 114; KH: 78.81; MT: -21.2; M \varnothing : 66.5; GL: 120.5; piston pin: 45x91.5; number of piston rings: 3
RTK, TPL, Lox
T15 3,5 CR G6
T15 3 G3
DSF 4 CR
→ **80 00545 1 0 ...**

80 00545 1 0 000 Cyl. \varnothing : 114; Set: 1; [T15 G6 IW CR 3.5] [T15 G3 IWU 3] [DSF CR 4]

99 866 960 Piston: 99866600; Cylinder liner: 89644110

99 866 961 Piston: 99866600; Cylinder liner: 89735110

99 866 962 Piston: 99866600; Cylinder liner: 89645110

89 735 110 N - Wet cylinder liner; finished; A=125.68 C=130.95 L=234.12 H+F=123.04+1.25

89 644 110 N - Wet cylinder liner; finished; A=125.68 C=130.95 L=237.12 H+F=123.04+1.25

89 645 110 N - Wet cylinder liner; finished; A=125.68 C=132.95 L=237.12 H+F=123.04+1.25

77 797 690 SET PL-B SEMI \varnothing 45.000 / 48.986 / 29.000 / St/B

77 798 600 SET HL STD \varnothing 98.013 / 104.980 / 32.100 / 3.452 St/A; PASS-L STD \varnothing 98.013 / 104.980 / 42.870 / 3.452 St/A
77 798 610 0,25 / 77 798 620 0,50

77 799 600 SET PL STD \varnothing 76.012 / 80.988 / 38.100 / 2.470 St/B/G

77 799 610 0,25 / 77 799 620 0,50

77 802 600 SET NW-L STD \varnothing / 63.983 / 25.250 / 1.970 St/B

50 005 219

13

139,7



N 855 Euro 1

D AN 6 14039 cm³ 4V 221-226 kW 300-335 PS ϵ 15,5:1 \bar{H} 152

NT 855 Euro 1

D A 6 14039 cm³ 4V 228-257 kW 310-350 PS ϵ 15,5:1 \bar{H} 152

NTA 855 (BC) Euro 1

D LA 6 14039 cm³ 4V 250-386 kW 340-525 PS ϵ 15,5:1 \bar{H} 152

80 00726 1 0 000 Cyl. \varnothing : 82; Set: 1; [R G6 CK 2] [NM G3 2] [DSF ST NT 2]

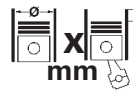
89 833 110 N - Wet cylinder liner; finished; A=155.46 C=166.75 L=288.1 H+F=9.03+1.75



	Page
DACIA..... → RENAULT	1054
DAEWOO..... → MITSUBISHI	1004
DAF.....	82
DAIMLER-CHRYSLER..... → MERCEDES-BENZ	472
DAVEY..... → DEUTZ	85
DAVIS..... → CUMMINS	75
..... → DEUTZ	85
..... → FORD	212
..... → IHC-CASE (CNH)	240
DEERE..... → JOHN DEERE	256
DEMAG..... → CATERPILLAR	71
..... → CUMMINS	75
..... → DEUTZ	85
..... → MERCEDES-BENZ	472
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..... → KUBOTA	270
..... → PERKINS	1028
DOPPSTADT..... → DEUTZ	85
..... → MERCEDES-BENZ	472
DRESSER..... → CUMMINS	75
..... → IHC-CASE (CNH)	240
..... → WAUKESHA	1179
DRILTECH..... → CATERPILLAR	71
DROEGMOELLER..... → MERCEDES-BENZ	472
DROTT..... → DEUTZ	85
..... → IHC-CASE (CNH)	240
DURAND-WEYLAND..... → CUMMINS	75
DYNALIFT..... → WAUKESHA	1179
DYNAMIC IND..... → PERKINS	1028
DYNAPAC..... → CATERPILLAR	71
..... → CUMMINS	75
..... → DEUTZ	85
..... → ISUZU	251
..... → JOHN DEERE	256
..... → MERCEDES-BENZ	472
..... → SCANIA	1067



Cyl.



cm³



Comp. Ratio
ε

kW

PS

Pos

DF 615	D (AN)	6	104,175 x 120	6137	2	16:1	85-93	116-127	1
DKS 1160	D (LA)	6	130 x 146	11630	2	15:1	139-228	189-315	3
DT 615	D (A)	6	104,175 x 120	6137	2	16:1	101-124	137-169	1
PF 183 M Euro 2	D (LA)	6	118 x 140	9200	4	16,3:1	183	249	2
XF 315 M Euro 2	D (LA)	6	130 x 158	12583	4	16:1	315	428	4

D



1		104,175									
	DF 615	01.1980 → 12.1995	D	AN	6	6137 cm ³	2V	85-93 kW	116-127 PS	⊗ 16:1	120
	DT 615	01.1980 → 12.1995	D	A	6	6137 cm ³	2V	101-124 kW	137-169 PS	⊗ 16:1	120

	91 571 600	Cyl. Ø: 104.175; KH: 81.92; VT1: -2.3; MT: -24.84; MØ: 60.2; GL: 132.72; piston pin: 38x88; number of piston rings: 5 RTK, URK R 2,5 CR M 2,5 M 2,5 SSF 6 S 6 → 80 00045 1 0 ...
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	80 00045 1 0 000	Cyl. Ø: 104.175; Set: 1; [R CR 2.5] [M 2.5] [M 2.5] [SSF 6] [S 6]
--	-------------------------	---

	91 571 960	Piston: 91571600; Cylinder liner: 88547110
--	-------------------	--

	88 547 110	T - Dry cylinder liner; finished; A=109.01 C=117 L=239 H=8.1
--	-------------------	--

	105-35296	EX; 39.3 x 8.6 x 140.8 x A - Cr - 30° - VS - 1 -		81-8901	IN/EX; 14.33/ x 8.7 x 71 G2
	105-35291	IN; 42 x 8.7 x 141 x S - Cr - 30° - VS - 1 - III			

2		118									
	PF 183 M Euro 2	05.1996 →	D	LA	6	9200 cm ³	4V	183 kW	249 PS	⊗ 16,3:1	140

	99 436 600	Cyl. Ø: 118; KH: 88; MT: -18.3; MØ: 75; GL: 132; piston pin: 48x97; number of piston rings: 3 RTK, TPL T6 3,5 PC G6 M 3 CR DSF 4 CR
--	-------------------	---

	80 00359 1 0 000	Cyl. Ø: 118; Set: 1; [T6 G6 PC 3.5] [M CR 3] [DSF CR 4]
--	-------------------------	---

	99 436 960	Piston: 99436600; Cylinder liner: 88624110
--	-------------------	--

	99 436 961	Piston: 99436600; Cylinder liner: 89442110
--	-------------------	--

	88 624 110	T - Dry cylinder liner; finished; A=123.5 C=133.6 L=262 H=10.05
--	-------------------	---

	89 442 110	T - Dry cylinder liner; finished; A=123.75 C=133.6 L=262 H=10.05, outside oversize + 0,25 mm
--	-------------------	--

3		130									
	DKS 1160	01.1980 → 09.1987	D	LA	6	11630 cm ³	2V	139-228 kW	189-315 PS	⊗ 15:1	146

	93 052 600	Cyl. Ø: 130; KH: 101; VT1: -4; MT: -29.1; MØ: 74.6; GL: 169.5; piston pin: 48x111; number of piston rings: 3 Lox, RTK T6 3,16 CR G3 M 3,16 CR M 3,16 CR DSF 6,335 CR → 80 00049 1 0 ..., 80 00049 6 0 ...
--	-------------------	--

	80 00049 1 0 000	Cyl. Ø: 130; Set: 1; [T6 G3 CR 3.16] [M CR 3.16] [M CR 3.16] [DSF CR 6.335]
--	-------------------------	---

	80 00049 6 0 000	Cyl. Ø: 130; Set: 6; [T6 G3 CR 3.16] [M CR 3.16] [M CR 3.16] [DSF CR 6.335]
--	-------------------------	---

	93 052 960	Piston: 93052600; Cylinder liner: 88640110
--	-------------------	--

	93 052 961	Piston: 93052600; Cylinder liner: 89413110
--	-------------------	--

	88 640 110	T - Dry cylinder liner; finished; A=136 C=143.6 L=288.5 H=10.05
--	-------------------	---

	89 413 110	T - Dry cylinder liner; finished; A=136.26 C=143.6 L=288.5 H=10.05
--	-------------------	--

	78 893 600	PAIR AS STD Ø 102.320 / 126.380 // 2.362 St/B
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	77 179 600	SET PL STD Ø 79.230 / 82.830 / 45.400 / 1.788 St/B/G 77 179 610 0,25 / 77 179 620 0,50 / 77 179 630 0,75, →09.1984
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	77 180 600	SET PL STD Ø 83.020 / 86.630 / 42.700 / 1.788 St/B/G 77 180 610 0,25 / 77 180 620 0,50 / 77 180 640 1,00, 10.1984→03.1994
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	77 181 600	SET HL STD Ø 98.020 / 103.070 / 39.150 / 2.497 St/B/G; HL STD Ø 98.020 / 103.070 / 32.050 / 2.497 St/B/G; HL STD Ø 98.020 / 103.070 / 52.150 / 2.497 St/B/G 77 181 610 0,25 / 77 181 620 0,50, HL 1: oil groove 360° HL 2-7: oil groove 180°
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	77 182 600	SET HL STD Ø 98.020 / 103.070 / 39.150 / 2.497 St/B/G; HL STD Ø 98.020 / 103.070 / 32.050 / 2.497 St/B/G; HL STD Ø 98.020 / 103.070 / 52.150 / 2.497 St/B/G 77 182 610 0,25 / 77 182 620 0,50 / 77 182 640 1,00, HL 1-7: oil groove 360°
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	77 183 690	SET PL-B SEMI Ø 48.000 / 52.087 / 44.100 / St/B
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cont...



77 184 690	SET PL-B SEMI Ø 52.000 / 56.087 / 41.500 / St/B	
105-35379	EX; 47.7 x 11 x 150.1 x A - Cr - 30° - VS - 1 -	81-1200 IN/EX; 17.5/ x 11.075 x 70 G1
105-35399	IN; 54.9 x 11 x 152.2 x A - Cr - 30° - VS - 1 -	
4	130	
XF 315 M Euro 2	04.1996 →	D LA 6 12583 cm ³ 4V 315 kW 428 PS € 16:1 H 158
94 896 600	Cyl. Ø: 130; KH: 95; VT1: -1; MT: -21.75; MØ: 82; GL: 143; piston pin: 52x106; number of piston rings: 3 RTK, TPL T6 4 MO G3 M 3,16 CR DSF 4 CR → 80 00050 1 1 ...	
80 00050 1 0 000	Cyl. Ø: 130; Set: 1; [T6 G3 MO 4] [M CR 3.16] [DSF CR 4]	
80 00050 1 1 000	Cyl. Ø: 130; Set: 1; [T6 G6 CK 4] [M G3 NT 3.16] [DSF CR 4]	
94 896 960	Piston: 94896600; Cylinder liner: 88640110	
94 896 961	Piston: 94896600; Cylinder liner: 89413110	
88 640 110	T - Dry cylinder liner; finished; A=136 C=143.6 L=288.5 H=10.05	
89 413 110	T - Dry cylinder liner; finished; A=136.26 C=143.6 L=288.5 H=10.05	
77 181 600	SET HL STD Ø 98.020 / 103.070 / 39.150 / 2.497 St/B/G; HL STD Ø 98.020 / 103.070 / 32.050 / 2.497 St/B/G; HL STD Ø 98.020 / 103.070 / 52.150 / 2.497 St/B/G 77 181 610 0,25 / 77 181 620 0,50, HL 1: oil groove 360° HL 2-7: oil groove 180°	
105-35620	EX; 42.5 x 9 x 158.7 x A/S - Cr - 45° - 9 - III	81-12003 IN/EX; 15.025/ x 9.02 x 76.5 G2
105-35600	EX; 42.5 x 9 x 159 x A/S - Cr - 30° - 1 - III	
105-35621	IN; 45.5 x 9 x 163.6 x S - Cr - 20° - 9 - III	
105-35601	IN; 45.5 x 9 x 164 x S - Cr - 30° - 1 - III	
50 006 378	CAM	

D



		Cyl.	 mm	cm ³		Comp. Ratio ϵ	kW	PS	Pos
A 6 M 816	D (AN)	6	142 x 160	15204	2	16:1	145-172	197-234	188
A 6 M 816 R	D (LA)	6	142 x 160	15204	2	16:1			188
A 6 M 816 U	D (LA)	6	142 x 160	15204	2	16:1			188
A 6 M 816 W	D (LA)	6	142 x 160	15204	2	16:1			188
A 8 M 816	D (A)	8	142 x 160	20272	2	16:1	190-230	259-313	188
A 8 M 816 C	D (LA)	8	142 x 160	20272	2	16:1			188
A 8 M 816 CR	D (LA)	8	142 x 160	20272	2	16:1			188
A 8 M 816 R	D (LA)	8	142 x 160	20272	2	16:1			188
A 8 M 816 U	D (LA)	8	142 x 160	20272	2	16:1			188
A 8 M 816 W	D (LA)	8	142 x 160	20272	2	16:1			188
A 12 L 612	D (AN)	12	110	15960	2		162	220	91
A 12 M 816	D (A)	12	142 x 160	30408	2	16:1	162-321	220-436	188
A 12 M 816 C	D (LA)	12	142 x 160	30408	2	16:1			188
A 12 M 816 CR	D (LA)	12	142 x 160	30408	2	16:1			188
A 12 M 816 R	D (LA)	12	142 x 160	30408	2	16:1			188
A 12 M 816 U	D (LA)	12	142 x 160	30408	2	16:1			188
A 12 M 816 W	D (LA)	12	142 x 160	30408	2	16:1			188
A 16 M 816	D (A)	16	142 x 160	40544	2	16:1	216-427	295-581	188
BA 6 M 816	D (A)	6	142 x 160	15204	2	16:1	245-269	333-366	189
BA 6 M 816 R	D (LA)	6	142 x 160	15204	2	16:1	358-433	487-589	188
BA 6 M 816 U	D (LA)	6	142 x 160	15204	2	16:1	305-325	415-442	188
BA 6 M 816 W	D (LA)	6	142 x 160	15204	2	16:1	330-355	449-483	188
BA 8 M 816	D (A)	8	142 x 160	20272	2	16:1	325-359	442-488	189
BA 8 M 816 C	D (LA)	8	142 x 160	20272	2	16:1			188
BA 8 M 816 CR	D (LA)	8	142 x 160	20272	2	16:1	570-638	775-868	188
BA 8 M 816 R	D (LA)	8	142 x 160	20272	2	16:1	475-578	646-786	188
BA 8 M 816 U	D (LA)	8	142 x 160	20272	2	16:1	395-435	537-592	188
BA 8 M 816 W	D (LA)	8	142 x 160	20272	2	16:1	474	645	188
BA 12 M 816	D (A)	12	142 x 160	30408	2	16:1	247-564	336-766	189
BA 12 M 816 C	D (LA)	12	142 x 160	30408	2	16:1	608-770	827-1047	188
BA 12 M 816 CR	D (LA)	12	142 x 160	30408	2	16:1	850-950	1156-1292	188
BA 12 M 816 R	D (LA)	12	142 x 160	30408	2	16:1	720-866	979-1178	188
BA 12 M 816 U	D (LA)	12	142 x 160	30408	2	16:1	615-650	837-884	188
BA 12 M 816 W	D (LA)	12	142 x 160	30408	2	16:1	665-710	905-965	188
BA 16 M 816	D (A)	16	142 x 160	40544	2	16:1	330-751	449-1020	189
BA 16 M 816 R	D (LA)	16	142 x 160	40544	2		955-1155	1299-1571	188
BA 16 M 816 U	D (LA)	16	142 x 160	40544	2	16:1	790-870	1075-1183	188
BA 16 M 816 W	D (LA)	16	142 x 160	40544	2	16:1	860-948	1170-1289	188
BF 4 M 2012	D (LA)	4	98	4000	2	18,4:1	60-155	82-211	32
BF 6 M 2012	D (LA)	6	98	6000	2	18,4:1	80-208	109-283	33
BFG 6 M 1015 C	G (A)	6	132 x 145	11910	2	10:1	142	193	184
BFG 8 M 1015 C	G (A)	8	132 x 145	15870	2	10:1	190	258	184
BF 3 L 2011	D (A)	3	94 x 112	2330	2		45	61	17
BF 3 L 914	D (A)	3	102 x 132	3236	2		44-59	60-80	59
BF 3 M 1011 Euro 1	D (A)	3	91 x 112	2185	2	17:1	46	62	2
BF 3 M 1011 F	D (A)	3	91 x 112	2185	2	17:1	51	68	3
BF 3 M 2011	D (A)	3	94 x 112	2330	2		49	63	17
BF 4 L 1011	D (A)	4	91 x 105	2732	2	17:1	50-56	68-76	4
BF 4 L 1011 F Euro 1	D (A)	4	91 x 105	2732	2	17:1	48-56	65-76	5
BF 4 L 1011 FT Euro 1	D (A)	4	91 x 105	2732	2	17:1	46-53	63-72	5
BF 4 L 2011	D (A)	4	94 x 112	3110	2		58	79	18
BF 4 L 913	D (A)	4	102 x 125	4086	2	15,5/17:1	55-81	75-111	60
BF 4 L 913 C	D (LA)	4	102 x 125	4086	2		78-92	106-126	61
BF 4 L 913 T	D (A)	4	102 x 125	4086	2		55-78	75-106	62
BF 4 L 914	D (A)	4	102 x 132	4314	2		59-72	80-98	59
BF 4 M 1011 F Euro 1	D (A)	4	91 x 112	2912	2	17:1	41-61	56-83	6
BF 4 M 1012 Euro 1	D (LA)	4	94 x 115	3192	2	17,5:1	47-65	64-88	19
BF 4 M 1012 C Euro 1	D (LA)	4	94 x 115	3192	2	17,5:1	70-82	95-112	19
BF 4 M 1012 E Euro 2	D (A)	4	94 x 115	3192	2	17,5:1	48-73	65-99	20
BF 4 M 1012 EC Euro 2	D (LA)	4	94 x 115	3192	2	17,5:1	60-73	82-99	20
BF 4 M 1013 Euro 1	D (A)	4	108 x 130	4764	2	17,6:1	63-93	85-127	80
BF 4 M 1013 C Euro 1	D (LA)	4	108 x 130	4764	2	17,6:1	99-125	135-168	80
BF 4 M 1013 E Euro 2	D (LA)	4	108 x 130	4764	2	17,6:1	71-95	97-129	81
BF 4 M 1013 EC Euro 2	D (LA)	4	108 x 130	4764	2	17,6:1	100-118	136-160	82
BF 4 M 1013 EW Euro 2	D (LA)	4	108 x 130	4764	2	17,6:1	81-130	110-177	83
BF 4 M 1013 FC Euro 2	D (LA)	4	108 x 130	4764	2	17,6:1	133	181	83
BF 4 M 2011	D (A)	4	94 x 112	3110	2	18,5:1	65	84	18

D


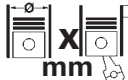



TRW
EngineComponents


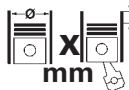

PIERBURG

DEUTZ

D

			Cyl.	 X mm	cm³		Comp. Ratio ε	kW	PS	Pos
BF 4 M 2011 M	D (A)	4	94 x 112	3110	2	18,5:1	49	66	18	
BF 4 M 2012 Euro 2	D (LA)	4	101 x 126	4038	2		74-93	101-126	53	
BF 4 M 2012 B Euro 3	D (LA)	4	101 x 126	4038	2		52	71	54	
BF 4 M 2012 C Euro 2	D (LA)	4	101 x 126	4038	2		56-155	76-208	55	
BF 4 M 2013 C Euro 3	D (LA)	4	98 x 126	3800	4		125	170	34	
BF 4 M 2013 EC Euro 3	D (LA)	4	98 x 126	3800	2		100	136	35	
BF 6 L 413	D (A)	6	120 x 125	8478	2	16,5:1	154	210	100	
BF 6 L 413 F	D (A)	6	125 x 130	9572	2	16,5:1	143-177	195-241	117	
BF 6 L 413 FR	D (A)	6	125 x 130	9572	2	16,5:1	142-177	193-240	118	
BF 6 L 413 FRC	D (A)	6	125 x 130	9572	2	15,8:1	170-199	231-271	119	
BF 6 L 413 FRT	D (A)	6	125 x 130	9572	2	17,3:1	112-150	152-204	120	
BF 6 L 413 FRW	D (A)	6	125 x 130	9572	2		141	192	121	
BF 6 L 413 FW	D (A)	6	125 x 130	9572	2	16,5:1	112-121	152-165	122	
BF 6 L 513 C	D (LA)	6	125 x 130	9572	2	16,5:1	177	240	124	
BF 6 L 513 F	D (A)	6	125 x 130	9572	2	17:1	141	192	125	
BF 6 L 513 FW	D (AN)	6	125 x 130	9572	2	17:1	141	192	125	
BF 6 L 513 R	D (A)	6	125 x 130	9572	2	15,8:1	140-183	190-249	119	
BF 6 L 513 RC	D (LA)	6	125 x 130	9572	2	15,8:1	180-217	245-295	126	
BF 6 L 513 125	D (A)	6	125 x 130	9572	2	15,8:1	182	248	123	
BF 6 L 513 128	D (A)	6	128 x 130	10038	2	17:1	141	192	161	
BF 6 L 912	D (A)	6	100 x 120	5655	2	15,5:1	88-100	120-136	39	
BF 6 L 913	D (A)	6	102 x 125	6128	2	15,5:1	70-140	95-191	63	
BF 6 L 913 C	D (LA)	6	102 x 125	6128	2		118-164	160-223	64	
BF 6 L 913 T	D (A)	6	102 x 125	6128	2		85-112	115-152	65	
BF 6 L 914	D (A)	6	102 x 132	6472	2		110	150	59	
BF 6 L 914 C	D (LA)	6	102 x 132	6472	2	19:1	141	192	66	
BF 6 M 1012 Euro 1	D (A)	6	94 x 115	4788	2	17,5:1	83-98	113-133	21	
BF 6 M 1012 C Euro 1	D (LA)	6	94 x 115	4788	2	17,5:1	88-140	120-190	21	
BF 6 M 1012 E Euro 2	D (A)	6	94 x 115	4788	2	17,5:1	72-100	98-136	22	
BF 6 M 1012 EC Euro 2	D (LA)	6	94 x 115	4788	2		85-125	115-170	22	
BF 6 M 1013 Euro 1	D (A)	6	108 x 130	7146	2	17,6:1	95-141	129-192	84	
BF 6 M 1013 C Euro 1	D (LA)	6	108 x 130	7146	2	17,6:1	144-235	196-320	84	
BF 6 M 1013 CP Euro 1	D (LA)	6	108 x 130	7146	2	17,6:1	161-190	219-258	85	
BF 6 M 1013 E Euro 2	D (LA)	6	108 x 130	7146	2	17,6:1	88-118	120-161	86	
BF 6 M 1013 EC Euro 2	D (LA)	6	108 x 130	7146	2	17,6:1	92-191	125-260	87	
BF 6 M 1013 ECW Euro 2	D (LA)	6	108 x 130	7146	2	17,6:1	123-195	165-261	83	
BF 6 M 1013 ECP Euro 2	D (LA)	6	108 x 130	7146	2	17,6:1	147-195	200-265	88	
BF 6 M 1013 EW Euro 2	D (LA)	6	108 x 130	7146	2	17,6:1	123-195	165-261	83	
BF 6 M 1013 FC Euro 3	D (LA)	6	108 x 130	7146	2	17,6:1	147-200	200-272	88	
BF 6 M 1015 Euro 2	D (LA)	6	132 x 145	11910	2	16,5:1	228-341	310-464	177	
BF 6 M 1015 C Euro 2	D (LA)	6	132 x 145	11910	2	17:1	228-341	310-464	178	
BF 6 M 1015 CP Euro 2	D (LA)	6	132 x 145	11910	2	16,5:1	261-330	350-443	179	
BF 6 M 1015 CU Euro 2	D (LA)	6	132 x 145	11910	2	17:1	226-305	350-410	180	
BF 6 M 2012 C Euro 2	D (A)	6	101 x 126	6067	2		80-155	109-209	56	
BF 6 M 2013 Euro 3	D (LA)	6	98 x 126	5703	4		92-118	125-160	36	
BF 6 M 2013 C Euro 3	D (LA)	6	98 x 126	5703	4		190	258	36	
BF 6 M 2013 CR Euro 3	D (LA)	6	98 x 126	5703	2				37	
BF 6 M 2013 E Euro 3	D (LA)	6	98 x 126	5703	2		92	125	37	
BF 6 M 716	D (A)	6	135 x 160	13740	2	16,1:1	202-266	275-362	186	
BF 8 L 413	D (A)	8	120 x 125	11310	2	16,5:1	206	280	101	
BF 8 L 413 F	D (A)	8	125 x 130	12763	2	16,5:1	190-235	259-320	127	
BF 8 L 413 FRW	D (A)	8	125 x 130	12763	2		180	245	128	
BF 8 L 413 FW	D (A)	8	125 x 130	12763	2				129	
BF 8 L 513 C	D (LA)	8	125 x 130	17180	2	16,5:1	212-235	288-320	131	
BF 8 L 513 125	D (A)	8	125 x 130	12763	2	15,8:1	160-250	218-340	130	
BF 8 L 513 128	D (A)	8	128 x 130	13382	2	17:1	188-232	265-315	162	
BF 8 M 716	D (A)	8	135 x 160	18320	2	16,1:1	246-312	335-425	186	
BF 8 M 1015 C Euro 2	D (LA)	8	132 x 145	15870	2	17:1	304-454	414-617	181	
BF 8 M 1015 CP Euro 2	D (LA)	8	132 x 145	15870	2	16,5:1	294-440	400-598	182	
BF 8 M 1015 M Euro 2	D (A)	8	132 x 145	15870	2		290-304	394-413	183	
BF 10 L 413	D (A)	10	120 x 125	14140	2	16,5:1	258	350	102	
BF 10 L 413 F	D (A)	10	125 x 130	15953	2	16,5:1	206-294	280-400	132	
BF 10 L 413 FRW	D (A)	10	125 x 130	15953	2		224	305	133	
BF 10 L 413 FW	D (A)	10	125 x 130	15953	2	16,5:1	188-200	256-275	134	
BF 10 L 513 C	D (LA)	10	125 x 130	15953	2	16,5:1	265-294	360-400	136	
BF 10 L 513 F	D (A)	10	125 x 130	15953	2	17:1	253	320	137	
BF 10 L 513 125	D (A)	10	125 x 130	15953	2	15,8:1	218-305	296-415	135	
BF 10 L 513 128	D (A)	10	128 x 130	16728	2	17:1	235	320	163	



		Cyl.	 mm	cm ³		Comp. Ratio ϵ	kW	PS	Pos
BF 12 L 413	D (A)	12	120 x 125	16960	2	16,5:1	305-331	420-450	103
BF 12 L 413 F	D (A)	12	125 x 130	19144	2	16,5:1	286-353	389-480	138
BF 12 L 413 FRW	D (A)	12	125 x 130	19140	2		268	364	133
BF 12 L 413 FW	D (A)	12	125 x 130	19144	2	16,5:1	228-287	310-390	139
BF 12 L 513 C	D (LA)	12	125 x 130	19144	2	15,8:1	328-405	446-551	141
BF 12 L 513 F	D (A)	12	125 x 130	19144	2	17:1	282	384	142
BF 12 L 513 FW	D (A)	12	125 x 130	19144	2	17:1	282	384	142
BF 12 L 513 125	D (A)	12	125 x 130	19144	2	15,8:1	300-367	408-499	140
BF 12 L 513 128	D (A)	12	128 x 130	20076	2	17:1	282	384	164
BF 12 L 714	D (A)	12	120 x 140	19000	2	15,6:1	129-257	175-350	104
BF 12 M 716	D (A)	12	135 x 160	27480	2	16,1:1	404-533	550-725	186
BF 16 M 716	D (A)	16	135 x 160	36640	2	16,1:1	566-625	670-850	186
BF 4 M 1013 CP Euro 1	D (LA)	4	108 x 130	4764	2	17,6:1	100	136	89
BF 4 M 1013 ECW Euro 2	D (LA)	4	108 x 130	4764	2	17,6:1	105-130	143-177	83
F/A 2 L 514	D (AN)	2	110 x 140	2660	2	19,2:1	27	36	91
F/A 3 L 514	D (AN)	3	110 x 140	3990	2	19,2:1	40	54	91
F/A 4 L 514	D (AN)	4	110 x 140	5322	2	19,2:1	53	72	91
F/A 6 L 514	D (AN)	6	110 x 140	7980	2	19,2:1	81	110	91
F/A 6 L 614	D	6	110	7980	2		81	110	91
F/A 6 L 714	D (AN)	6	120 x 140	9500	2	19:1	106-110	145-150	105
F/A 8 L 614	D	8	110	10640	2		108	147	91
F/A 8 L 714	D (AN)	8	120 x 140	12667	2	19:1	143-147	195-200	106
F/A 12 L 714	D (AN)	12	120 x 140	19000	2	19:1	213	290	104
F 1 L 410 D	D (AN)	1	90 x 105	668	2	17,5:1	9	13	1
F 1 L 511 D	D (AN)	1	100 x 105	825	2	17:1	11-13	15-17	40
F 1 L 511 W	D (AN)	1	100 x 105	825	2	19:1	11	15	41
F 1 L 514	D (AN)	1	110 x 140	1330	2	19,2:1	13	18	92
F 1 L 712	D (AN)	1	95 x 120	850	2	20:1	9	13	26
F 1 L 812	D (AN)	1	95 x 120	850	2	19:1	9	13	27
F 2 AL 514	D (AN)	2	110 x 140	2660	2	19,2:1			93
F 2 L 1011	D (AN)	2	91 x 105	1366	2	18,5:1	18-22	25-30	7
F 2 L 1011 F Euro 1	D (AN)	2	91 x 105	1366	2	18,5:1	20-22	27-30	8
F 2 L 2011	D (AN)	2	94 x 112	1550	2		23	31	23
F 2 L 410 D	D (AN)	2	90 x 105	1336	2	17,5:1	18	25	1
F 2 L 511 D	D (AN)	2	100 x 105	1650	2	17:1	22-26	30-35	40
F 2 L 511 W	D (AN)	2	100 x 105	1650	2	19:1	19-22	26-30	41
F 2 L 514	D (AN)	2	110 x 140	2660	2	19,2:1	24	33	92
F 2 L 712	D (AN)	2	95 x 120	1700	2	20:1	15-21	20-28	26
F 2 L 812	D (AN)	2	95 x 120	1700	2	19:1	16-22	22-30	28
F 2 L 912 D	D (AN)	2	100 x 120	1884	2	17:1	18-25	24-34	42
F 2 L 912 W	D (AN)	2	100 x 120	1884	2	19:1	19-25	26-34	43
F 2 M 1011 F Euro 1	D (AN)	2	91 x 112	1366	2	18,5:1	21-23	29-31	9
F 2 M 2011	D (AN)	2	94 x 112	1550	2	18,5:1	26	32	23
F 3 AL 514	D (AN)	3	110 x 140	3990	2	19,2:1			93
F 3 L 1011	D (AN)	3	91 x 105	2049	2	18,5:1	27-33	37-45	10
F 3 L 1011 F Euro 1	D (AN)	3	91 x 105	2049	2	18,5:1	28-33	38-45	11
F 3 L 2011	D (AN)	3	94 x 112	2330	2		36	49	24
F 3 L 514	D (AN)	3	110 x 140	3990	2	19,2:1	37	50	94
F 3 L 712	D (AN)	3	95 x 120	2552	2	20:1	26-28	35-38	26
F 3 L 812	D (AN)	3	95 x 120	2552	2	19:1	26-29	35-40	29
F 3 L 912 D	D (AN)	3	100 x 120	2826	2	17:1	26-44	35-60	44
F 3 L 912 F	D (AN)	3	102 x 125	3064	2	17:1	35-43	48-58	67
F 3 L 912 W	D (AN)	3	100 x 120	2826	2	19:1	25-37	34-50	45
F 3 L 913	D (AN)	3	102 x 125	3064	2		37-45	50-61	68
F 3 L 913 G	D (AN)	3	102 x 125	3064	2	18:1	36	49	70
F 3 L 913 G	D (AN)	3	102 x 125	3064	2	19,6:1	37	50	69
F 3 L 914	D (AN)	3	102 x 132	3236	2		41-44	56-60	71
F 3 M 1011	D (AN)	3	91 x 112	2185	2		32-36	44-48	12
F 3 M 1011 F Euro 1	D (AN)	3	91 x 112	2185	2	18,5:1	32-36	44-49	13
F 3 M 2011	D (AN)	3	94 x 112	2330	2	18,5:1	37	47	24
F 4 AL 514	D (AN)	4	110 x 140	5322	2	19,2:1			93
F 4 L 413 F	D (AN)	4	125 x 130	6381	2	18:1	83	113	143
F 4 L 1011	D (AN)	4	91 x 105	2732	2	18,5:1	36-44	49-60	14
F 4 L 1011 F Euro 1	D (AN)	4	91 x 105	2732	2	18,5:1	40-46	55-63	15
F 4 L 2011	D (AN)	4	94 x 112	3110	2		48	65	25
F 4 L 413 FR	D (AN)	4	125 x 130	6381	2	18:1	94	128	143
F 4 L 413 R	D (AN)	4	120 x 130	5880	2	18:1	90	122	107
F 4 L 514	D (AN)	4	110 x 140	5322	2	19,2:1	48	65	95

D






TRW
EngineComponents


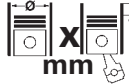

PIERBURG

DEUTZ

D

			Cyl.		cm³		Comp. Ratio ε	kW	PS	Pos
F 4 L 712	D (AN)	4	95 x 120	3400	2	20:1	34-38	46-52	26	
F 4 L 812	D (AN)	4	95 x 120	3400	2	19:1	33-43	45-58	30	
F 4 L 912 D	D (AN)	4	100 x 120	3770	2		19-59	20-80	46	
F 4 L 912 F	D (AN)	4	102 x 125	4086	2	17:1	46-62	62-84	72	
F 4 L 912 H	D (AN)	4	100 x 120	3770	2	17:1	44	60	47	
F 4 L 912 W	D (AN)	4	100 x 120	3770	2	19:1	38-49	52-67	48	
F 4 L 913	D (AN)	4	102 x 125	4086	2		51-66	70-90	73	
F 4 L 914	D (AN)	4	102 x 132	4314	2		52-57	71-78	71	
F 4 M 1011 F Euro 1	D (AN)	4	91 x 112	2914	2	18,5:1	44-48	60-65	16	
F 4 M 1012 Euro 1	D (AN)	4	94 x 115	3192	2	18:1	40-45	55-61	20	
F 4 M 2011	D (AN)	4	94 x 112	3109	2	18,5:1	49	63	25	
F 4 M 716	D (AN)	4	135 x 160	9160	2	17,5:1	49-85	67-116	187	
F 5 L 413 F	D (AN)	5	125 x 130	7976	2	18:1	109	148	144	
F 5 L 413 FR	D (AN)	5	125 x 130	7976	2	18:1	94-118	128-160	144	
F 5 L 413 R	D (AN)	5	120 x 130	7350	2	18:1	83-112	113-152	107	
F 5 L 912 D	D (AN)	5	100 x 120	4712	2	17:1	40-78	54-106	49	
F 5 L 912 F	D (AN)	5	102 x 125	5107	2	17:1	58-78	79-106	74	
F 5 L 912 W	D (AN)	5	100 x 120	4712	2	19:1	48-61	65-83	50	
F 5 L 913	D (AN)	5	102 x 125	5107	2		66	90	75	
F 5 L 914	D (AN)	5	102 x 132	5393	2		72	98	71	
F 6 AL 514	D (AN)	6	110 x 140	7980	2	19,2:1	81	110	96	
F 6 AL 614	D (AN)	6	110 x 140	7980	2		60	110	93	
F 6 L 413	D (AN)	6	120 x 125	8478	2	18:1	69-130	94-176	108	
F 6 L 413 F	D (AN)	6	125 x 130	9572	2	18:1	104-188	141-256	145	
F 6 L 413 FR	D (AN)	6	125 x 130	9572	2	18:1	112-141	153-192	146	
F 6 L 413 FRW	D (AN)	6	125 x 130	9572	2	13,5:1	102	139	147	
F 6 L 413 FW	D (AN)	6	125 x 130	9572	2	18:1	96-121	130-165	148	
F 6 L 413 FZ	D (AN)	6	125 x 130	9572	2		150	204	149	
F 6 L 413 L	D (AN)	6	120 x 130	8822	2	18,5:1	135	183	109	
F 6 L 413 R	D (AN)	6	120 x 130	8822	2	18:1	100-135	136-183	110	
F 6 L 413 V	D (AN)	6	120 x 130	8822	2	18:1	125	170	111	
F 6 L 513	D (AN)	6	128 x 130	10038	2	16,7:1	122-141	166-192	165	
F 6 L 513 F	D (AN)	6	128 x 130	10038	2	17:1	141	192	166	
F 6 L 513 FW	D (AN)	6	125 x 130	9572	2	17:1	141	192	125	
F 6 L 513 T	D (AN)	6	128 x 130	10038	2	17:1	141	192	167	
F 6 L 514	D (AN)	6	110 x 140	7980	2	19,2:1	74	100	94	
F 6 L 613	D (AN)	6	110 x 130	7400	2	19:1	88-98	120-126	97	
F 6 L 614	D (AN)	6	110 x 140	7980	2		82-92	112-125	92	
F 6 L 812	D (AN)	6	95 x 120	5104	2	19:1	59-74	80-100	31	
F 6 L 814	D (AN)	6	115 x 140	8725	2	18,5:1	154	210	98	
F 6 L 912 D	D (AN)	6	100 x 120	5655	2		42-92	57-125	51	
F 6 L 912 F	D (AN)	6	102 x 125	6128	2	18:1	70-92	95-125	76	
F 6 L 912 W	D (AN)	6	100 x 120	5655	2	19:1	57-74	77-100	52	
F 6 L 913	D (AN)	6	102 x 125	6128	2		71-96	96-130	77	
F 6 L 914	D (AN)	6	102 x 132	6472	2		89	121	71	
F 6 M 716	D (AN)	6	135 x 160	13740	2	17,5:1	74-155	101-210	187	
F 8 AL 614	D (AN)	8	110 x 140	10643	2		81	110	93	
F 8 L 413	D (AN)	8	120 x 125	11310	2	18:1	118-171	160-232	112	
F 8 L 413 F	D (AN)	8	125 x 130	12763	2	18:1	147-188	200-255	150	
F 8 L 413 FW	D (AN)	8	125 x 130	12763	2	18:1	129-136	176-185	151	
F 8 L 413 FZ	D (AN)	8	125 x 130	12763	2	17,5:1	188	256	152	
F 8 L 413 W	D (AN)	8	120 x 125	11310	2	19,5:1	132-162	180-221	101	
F 8 L 513	D (AN)	8	128 x 130	13382	2	16,7:1	155-202	211-275	168	
F 8 L 513 L	D (AN)	8	128 x 140	14410	2	17:1	138-180	188-245	169	
F 8 L 513 T	D (AN)	8	128 x 130	13382	2	17:1	188	256	170	
F 8 L 614	D (AN)	8	110 x 140	10643	2		125	170	92	
F 8 L 814	D (AN)	8	115 x 140	11633	2	18,5:1	154	210	99	
F 8 L 914	D (AN)	8	120 x 140	12667	2	18,5:1	169	230	113	
F 8 M 716	D (AN)	8	135 x 160	18320	2	17,5:1	97-184	132-250	187	
F 10 L 413	D (AN)	10	120 x 125	14140	2	18:1	167-224	227-305	114	
F 10 L 413 F	D (AN)	10	125 x 130	15953	2	18:1	173-235	235-320	153	
F 10 L 413 FW	D (AN)	10	125 x 130	15953	2	18:1	161-202	219-275	154	
F 10 L 413 FZ	D (AN)	10	125 x 130	15953	2				155	
F 10 L 413 L	D (AN)	10	120 x 130	14700	2	18:1	199-224	270-305	115	
F 10 L 413 W	D (AN)	10	120 x 125	14140	2	19,5:1	165-176	225-240	102	
F 10 L 513	D (AN)	10	128 x 130	16728	2	16,7:1	188-242	256-329	171	
F 10 L 513 F	D (AN)	10	125 x 130	15953	2	17:1	253	320	156	
F 10 L 513 L Euro 1	D (AN)	10	128 x 130	16728	2	16,5:1	204-242	278-329	172	



	Cyl.	 mm	cm ³		Comp. Ratio ϵ	kW	PS	Pos
F 10 L 513 T	D (AN) 10	128 x 130	16728	2	17:1	235	320	173
F 12 AL 614	D (AN) 12	110 x 140	15966	2				93
F 12 L 513	D (AN) 12	128 x 130	20074	2	16,7:1	232-291	315-396	174
F 12 L 413	D (AN) 12	120 x 125	16960	2	18:1	138-250	188-340	116
F 12 L 413 F	D (AN) 12	125 x 130	19144	2	18:1	224-282	305-383	157
F 12 L 413 FW	D (AN) 12	125 x 130	19144	2	18:1	193-243	263-330	158
F 12 L 413 FZ	D (AN) 12	125 x 130	19144	2				159
F 12 L 513 F	D (AN) 12	125 x 130	19144	2	17:1	282	384	160
F 12 L 513 FW	D (AN) 12	125 x 130	19144	2	17:1	282	384	142
F 12 L 513 L Euro 1	D (AN) 12	128 x 130	20074	2	16,5:1	245-291	333-396	175
F 12 L 513 T	D (AN) 12	128 x 130	20074	2	17:1	282	384	176
F 12 L 614	D (AN) 12	110 x 140	15966	2		184	250	93
F 12 M 716	D (AN) 12	135 x 160	27480	2	17,5:1	147-309	200-420	187
F 6 L 413 W	D (AN) 6	120 x 125	8478	2	19,5:1	99-106	135-144	100
GF 3 L 913	G (AN) 3	102 x 125	3064	2	9,5:1	20-27	27-37	78
GF 5 L 913	G (AN) 5	102 x 125	5110	2	9,5:1	34-49	46-66	78
GF 6 L 913	G (AN) 6	102 x 125	6130	2	9,5:1	40-55	55-75	78
GF 4 L 913	G (AN) 4	102 x 125	4060	2	9,5:1	25-38	35-52	78
TCD 2012 Euro 3	D (LA) 6	98 x 126	5700	2	18:1	147	200	38
TCD 2012 L4 2V Euro 3	D (LA) 4	101 x 126	4038	2	18:1	83-103	113-140	57
TCD 2012 L4 4V Euro 3	D (LA) 4	101 x 126	4038	4	18:1	81	110	58
TCD 2012 L6 2V Euro 3	D (LA) 6	101 x 126	6057	2	18:1	105-165	142-224	57
TCD 2013 L04 2V Euro 3	D (LA) 4	108 x 130	4764	2	18,1:1	120-129	163-175	90
TCD 2013 L06 2V Euro 3	D (LA) 6	108 x 130	7146	2	18,1:1	157-200	214-272	90
TCD 2015 V6 Euro 3	D (LA) 6	132 x 145	11900	4		360	489	185
TCD 2015 V8 Euro 3	D (LA) 8	132 x 145	15900	4		500	680	185
TD 226-6	D (A) 6	105 x 120	6234	2	15,5:1	99-125	135-170	79

D



TRW
EngineComponents

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DEUTZ

1

90



F 1 L 410 D
F 2 L 410 D

1969 → 1973
01.1967 → 1973

D AN 1
D AN 2

668 cm³
1336 cm³

2V 9 kW
2V 18 kW

13 PS
25 PS

£ 17,5:1
£ 17,5:1

105
 105



81-2246
81-2247
81-2248

IN/EX; 15/ x 8 x 57.5 G2 - CC
IN/EX; 15.25/ x 8 x 57.5 G2 - CC
IN/EX; 15.5/ x 8 x 57.5 G2 - CC



7.02242.05.0

Fuel pump; mechanical

D

2

91



BF 3 M 1011 Euro 1

12.1994 →

D A 3

2185 cm³

2V 46 kW

62 PS

£ 17:1

112



40 101 600

Cyl. Ø: 91; KH: 51.6; MT: -18.8; MØ: 45; GL: 81.6; piston pin: 30x68; number of piston rings: 3



40 101 610 91,50

RTK, KKK

T15 3 MO G6

M 2

DSF 3 CR

→ **80 00327 1 0 ...**



80 00327 1 0 000

Cyl. Ø: 91; Set: 1; [T15 G6 MO 3] [M IFU 2] [DSF CR 3]
80 00327 1 0 025 91,25 / 80 00327 1 0 050 91,50



78 778 600

PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A

78 938 600

PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A
78 938 610 0,25 / 78 938 620 0,50

79 241 600

PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A
79 241 610 0,25 / 79 241 620 0,50

77 725 690

SET PL-B SEMI Ø 26.000 / 29.000 / 26.400 / St/B

87 207 600

SET NW-L STD Ø 50.925 / 55.000 / 23.500 / 2.042 St/B; NW-L STD Ø 50.925 / 55.000 / 17.000 / 2.042 St/B



MK-8H



81-22108

IN/EX; 12.03/ x 8.01 x 48 G2



92-22012

EX; 42.67 x 34.18 x 7.3; G1; 45°, →09.1999

92-22011

IN; 37.07 x 28.6 x 7.2; G1; 45°, →09.1999

3

91



BF 3 M 1011 F

12.1999 →

D A 3

2185 cm³

2V 51 kW

68 PS

£ 17:1

112



40 101 600

Cyl. Ø: 91; KH: 51.6; MT: -18.8; MØ: 45; GL: 81.6; piston pin: 30x68; number of piston rings: 3



40 101 610 91,50

RTK, KKK

T15 3 MO G6

M 2

DSF 3 CR

→ **80 00327 1 0 ...**



80 00327 1 0 000

Cyl. Ø: 91; Set: 1; [T15 G6 MO 3] [M IFU 2] [DSF CR 3]
80 00327 1 0 025 91,25 / 80 00327 1 0 050 91,50



78 778 600

PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A

78 938 600

PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A
78 938 610 0,25 / 78 938 620 0,50

79 241 600

PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A
79 241 610 0,25 / 79 241 620 0,50

77 583 600

SET NW-L STD Ø 53.960 / 58.000 / 23.500 / 2.000 St/B; NW-L STD Ø 53.960 / 58.000 / 17.000 / 2.000 St/B

77 727 690

SET PL-B SEMI Ø 30.000 / 33.000 / 26.400 / St/B

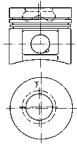


4 **91**

BF 4 L 1011 06.1989 → 12.1994 D A 4 2732 cm³ 2V 50-56 kW 68-76 PS ξ 17:1 105



99 516 600



Cyl. \varnothing : 91; KH: 55.17; MT: -18.2; M \varnothing : 45; GL: 85.6; piston pin: 30x68; number of piston rings: 3
99 516 610 91,25 / **99 516 620** 91,50

RTK
T15 3 MO G6
M 2
DSF 3 CR

→ **80 00327 1 0 ...**

cyl.-head gasket piston protrusion:

notches	more thanless than	
1	+0,590	+0,69
2	+0,691	+0,76
3	+0,761	+0,83



80 00327 1 0 000

Cyl. \varnothing : 91; Set: 1; [T15 G6 MO 3] [M IFU 2] [DSF CR 3]
80 00327 1 0 025 91,25 / **80 00327 1 0 050** 91,50



99 516 960

Piston: 99516600; Cylinder liner: 89423110



89 423 110

T - Dry cylinder liner; finished; A=94.015 C=99 L=180.5 H=4.56



78 778 600

PAIR AS STD \varnothing 75.750 / 89.750 // 2.450 St/A

78 938 600

PAIR HL STD \varnothing 69.990 / 75.000 / 28.000 / 2.490 St/A
78 938 610 0,25 / **78 938 620** 0,50

79 241 600

PAIR PL STD \varnothing 54.990 / 58.510 / 25.600 / 1.748 St/A
79 241 610 0,25 / **79 241 620** 0,50

77 728 690

SET PL-B SEMI \varnothing 30.000 / 33.000 / 26.400 / St/B

87 206 600

SET NW-L STD \varnothing 50.925 / 55.000 / 23.500 / 2.042 St/B; NW-L STD \varnothing 50.925 / 55.000 / 17.000 / 2.042 St/B



22150

EX; 35 x 8 x 124.7 x A/S - Cr - 45° - 22 - III



MK-8H

22143

IN; 40.5 x 8 x 124.9 x S - Cr - 30° - 22 - III



81-22108

IN/EX; 12.03/ x 8.01 x 48 G2



92-22012

EX; 42.67 x 34.18 x 7.3; G1; 45°

92-22011

IN; 37.07 x 28.6 x 7.2; G1; 45°

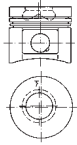
5 **91**

BF 4 L 1011 F Euro 1 01.1994 → D A 4 2732 cm³ 2V 48-56 kW 65-76 PS ξ 17:1 105

BF 4 L 1011 FT Euro 1 01.1994 → D A 4 2732 cm³ 2V 46-53 kW 63-72 PS ξ 17:1 105



99 516 600



Cyl. \varnothing : 91; KH: 55.17; MT: -18.2; M \varnothing : 45; GL: 85.6; piston pin: 30x68; number of piston rings: 3
99 516 610 91,25 / **99 516 620** 91,50

RTK
T15 3 MO G6
M 2
DSF 3 CR

→ **80 00327 1 0 ...**

cyl.-head gasket piston protrusion:

notches	more thanless than	
1	+0,590	+0,69
2	+0,691	+0,76
3	+0,761	+0,83



80 00327 1 0 000

Cyl. \varnothing : 91; Set: 1; [T15 G6 MO 3] [M IFU 2] [DSF CR 3]
80 00327 1 0 025 91,25 / **80 00327 1 0 050** 91,50



99 516 960

Piston: 99516600; Cylinder liner: 89423110



89 423 110

T - Dry cylinder liner; finished; A=94.015 C=99 L=180.5 H=4.56



78 778 600

PAIR AS STD \varnothing 75.750 / 89.750 // 2.450 St/A

78 938 600

PAIR HL STD \varnothing 69.990 / 75.000 / 28.000 / 2.490 St/A
78 938 610 0,25 / **78 938 620** 0,50

79 241 600

PAIR PL STD \varnothing 54.990 / 58.510 / 25.600 / 1.748 St/A
79 241 610 0,25 / **79 241 620** 0,50

77 584 600

SET NW-L STD \varnothing 53.960 / 58.000 / 23.500 / 2.000 St/B; NW-L STD \varnothing 53.960 / 58.000 / 17.000 / 2.000 St/B

77 728 690

SET PL-B SEMI \varnothing 30.000 / 33.000 / 26.400 / St/B

cont...

D







TRW
EngineComponents

PIERBURG







DEUTZ



	22150	EX; 35 x 8 x 124.7 x A/S - Cr - 45° - 22 - III		MK-8H
	22143	IN; 40.5 x 8 x 124.9 x S - Cr - 30° - 22 - III		81-22108 IN/EX; 12.03/ x 8.01 x 48 G2
	92-22012	EX; 42.67 x 34.18 x 7.3; G1; 45°, →09.1999		
	92-22011	IN; 37.07 x 28.6 x 7.2; G1; 45°, →09.1999		





6

91

D





	BF 4 M 1011 F Euro 1	10.1988→	D A 4	2912 cm ³	2V	41-61 kW	56-83 PS	ε 17:1	H 112
	40 101 600	Cyl. Ø: 91; KH: 51.6; MT: -18.8; MØ: 45; GL: 81.6; piston pin: 30x68; number of piston rings: 3							
	40 101 610 91,50	RTK, KKK							
		T15 3 MO G6							
		M 2							
		DSF 3 CR							
		→ 80 00327 1 0 ...							





	80 00327 1 0 000	Cyl. Ø: 91; Set: 1; [T15 G6 MO 3] [M IFU 2] [DSF CR 3] 80 00327 1 0 025 91,25 / 80 00327 1 0 050 91,50							
	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A							
	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50							
	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50							
	77 584 600	SET NW-L STD Ø 53.960 / 58.000 / 23.500 / 2.000 St/B; NW-L STD Ø 53.960 / 58.000 / 17.000 / 2.000 St/B							
	77 728 690	SET PL-B SEMI Ø 30.000 / 33.000 / 26.400 / St/B							





	22150	EX; 35 x 8 x 124.7 x A/S - Cr - 45° - 22 - III		MK-8H
	22143	IN; 40.5 x 8 x 124.9 x S - Cr - 30° - 22 - III		81-22108 IN/EX; 12.03/ x 8.01 x 48 G2
	92-22012	EX; 42.67 x 34.18 x 7.3; G1; 45°, 01.1994→09.1999		
	92-22011	IN; 37.07 x 28.6 x 7.2; G1; 45°, 01.1994→09.1999		

7

91

	F 2 L 1011	06.1989→	D AN 2	1366 cm ³	2V	18-22 kW	25-30 PS	ε 18,5:1	H 105
	91 260 600	Cyl. Ø: 91; KH: 55.17; MT: -19.81; MØ: 40; GL: 86.27; piston pin: 26x65; number of piston rings: 3							
	91 260 610 91,25 / 91 260 620 91,50	R 2 CR G6							
		M 2							
		DSF 3							
		→ 80 00122 1 0 ...							
		cyl.-head gasket piston protrusion:							
		notches	more than less than						
		1	+0,590 +0,69						
		2	+0,691 +0,76						
		3	+0,761 +0,83						

	80 00122 1 0 000	Cyl. Ø: 91; Set: 1; [R G6 CR 2] [M 2] [DSF 3] 80 00122 1 0 025 91,25 / 80 00122 1 0 050 91,49							
	91 260 960	Piston: 91260600; Cylinder liner: 89423110							
	89 423 110	T - Dry cylinder liner; finished; A=94.015 C=99 L=180.5 H=4.56							
	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A							
	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50							
	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50							
	77 724 690	SET PL-B SEMI Ø 26.000 / 29.000 / 26.400 / St/B							
	87 208 600	SET NW-L STD Ø 50.925 / 55.000 / 23.500 / 2.042 St/B; NW-L STD Ø 50.925 / 55.000 / 17.000 / 2.042 St/B							

	22150	EX; 35 x 8 x 124.7 x A/S - Cr - 45° - 22 - III		MK-8H
	22149	IN; 40 x 8 x 124.7 x S - Cr - 45° - 22 - III		81-22108 IN/EX; 12.03/ x 8.01 x 48 G2
	92-22012	EX; 42.67 x 34.18 x 7.3; G1; 45°		
	92-22011	IN; 37.07 x 28.6 x 7.2; G1; 45°		



8		91											
	F 2 L 1011 F Euro 1	1994 →	D	AN 2	1366 cm ³	2V	20-22 kW	27-30 PS	ε 18,5:1		105		

	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A
	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50
	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50
	77 582 600	SET NW-L STD Ø 53.960 / 58.000 / 23.500 / 2.000 St/B; NW-L STD Ø 53.960 / 58.000 / 17.000 / 2.000 St/B
	77 724 690	SET PL-B SEMI Ø 26.000 / 29.000 / 26.400 / St/B
	22150	EX; 35 x 8 x 124.7 x A/S - Cr - 45° - 22 - III
	22149	IN; 40 x 8 x 124.7 x S - Cr - 45° - 22 - III
	92-22012	EX; 42.67 x 34.18 x 7.3; G1; 45°
	92-22011	IN; 37.07 x 28.6 x 7.2; G1; 45°
	MK-8H	
	81-22108	IN/EX; 12.03/ x 8.01 x 48 G2

9		91											
	F 2 M 1011 F Euro 1	1997 →	D	AN 2	1366 cm ³	2V	21-23 kW	29-31 PS	ε 18,5:1		112		

	40 073 600	Cyl. Ø: 91; KH: 51.7; MT: -19.2; MØ: 42; GL: 81.65; piston pin: 26x65; number of piston rings: 3 R 2 CR G6 M 2 DSF 3 CR → 80 00501 1 0 ...
	80 00501 1 0 000	Cyl. Ø: 91; Set: 1; [R G6 CR 2] [M IFU 2] [DSF CR 3]
	40 073 960	Piston: 40073600; Cylinder liner: 89423110
	89 423 110	T - Dry cylinder liner; finished; A=94.015 C=99 L=180.5 H=4.56
	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A
	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50
	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50
	77 582 600	SET NW-L STD Ø 53.960 / 58.000 / 23.500 / 2.000 St/B; NW-L STD Ø 53.960 / 58.000 / 17.000 / 2.000 St/B
	77 724 690	SET PL-B SEMI Ø 26.000 / 29.000 / 26.400 / St/B
	22150	EX; 35 x 8 x 124.7 x A/S - Cr - 45° - 22 - III
	22143	IN; 40.5 x 8 x 124.9 x S - Cr - 30° - 22 - III
	92-22012	EX; 42.67 x 34.18 x 7.3; G1; 45°
	92-22011	IN; 37.07 x 28.6 x 7.2; G1; 45°
	MK-8H	
	81-22108	IN/EX; 12.03/ x 8.01 x 48 G2

10		91											
	F 3 L 1011	06.1989 →	D	AN 3	2049 cm ³	2V	27-33 kW	37-45 PS	ε 18,5:1		105		

	91 260 600	Cyl. Ø: 91; KH: 55.17; MT: -19.81; MØ: 40; GL: 86.27; piston pin: 26x65; number of piston rings: 3 91 260 610 91,25 / 91 260 620 91,50 R 2 CR G6 M 2 DSF 3 → 80 00122 1 0 ... cyl.-head gasket piston protrusion: notches more thanless than 1 +0,590 +0,69 2 +0,691 +0,76 3 +0,761 +0,83
	80 00122 1 0 000	Cyl. Ø: 91; Set: 1; [R G6 CR 2] [M 2] [DSF 3] 80 00122 1 0 025 91,25 / 80 00122 1 0 050 91,49
	91 260 960	Piston: 91260600; Cylinder liner: 89423110
	89 423 110	T - Dry cylinder liner; finished; A=94.015 C=99 L=180.5 H=4.56

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EngineComponents

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	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A
	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50
	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50
	77 725 690	SET PL-B SEMI Ø 26.000 / 29.000 / 26.400 / St/B
	87 207 600	SET NW-L STD Ø 50.925 / 55.000 / 23.500 / 2.042 St/B; NW-L STD Ø 50.925 / 55.000 / 17.000 / 2.042 St/B
	22150	EX; 35 x 8 x 124.7 x A/S - Cr - 45° - 22 - III
	22149	IN; 40 x 8 x 124.7 x S - Cr - 45° - 22 - III
	92-22012	EX; 42.67 x 34.18 x 7.3; G1; 45°
	92-22011	IN; 37.07 x 28.6 x 7.2; G1; 45°
		MK-8H
		81-22108 IN/EX; 12.03/ x 8.01 x 48 G2

11 **91**

F 3 L 1011 F Euro 1 1994→ D AN 3 2049 cm³ 2V 28-33 kW 38-45 PS € 18,5:1 105

	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A
	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50
	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50
	77 583 600	SET NW-L STD Ø 53.960 / 58.000 / 23.500 / 2.000 St/B; NW-L STD Ø 53.960 / 58.000 / 17.000 / 2.000 St/B
	77 725 690	SET PL-B SEMI Ø 26.000 / 29.000 / 26.400 / St/B
	22150	EX; 35 x 8 x 124.7 x A/S - Cr - 45° - 22 - III
	22149	IN; 40 x 8 x 124.7 x S - Cr - 45° - 22 - III
	92-22012	EX; 42.67 x 34.18 x 7.3; G1; 45°
	92-22011	IN; 37.07 x 28.6 x 7.2; G1; 45°
		MK-8H
		81-22108 IN/EX; 12.03/ x 8.01 x 48 G2

12 **91**

F 3 M 1011 10.1988→ D AN 3 2185 cm³ 2V 32-36 kW 44-48 PS 112

	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A
	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50
	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50
	77 725 690	SET PL-B SEMI Ø 26.000 / 29.000 / 26.400 / St/B
	87 207 600	SET NW-L STD Ø 50.925 / 55.000 / 23.500 / 2.042 St/B; NW-L STD Ø 50.925 / 55.000 / 17.000 / 2.042 St/B

13 **91**

F 3 M 1011 F Euro 1 1994→ D AN 3 2185 cm³ 2V 32-36 kW 44-49 PS € 18,5:1 112

	40 073 600	Cyl. Ø: 91; KH: 51.7; MT: -19.2; MØ: 42; GL: 81.65; piston pin: 26x65; number of piston rings: 3 R 2 CR G6 M 2 DSF 3 CR → 80 00501 1 0 ...
	80 00501 1 0 000	Cyl. Ø: 91; Set: 1; [R G6 CR 2] [M IFU 2] [DSF CR 3]
	40 073 960	Piston: 40073600; Cylinder liner: 89423110
	89 423 110	T - Dry cylinder liner; finished; A=94.015 C=99 L=180.5 H=4.56
	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A
	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50
	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50
	77 583 600	SET NW-L STD Ø 53.960 / 58.000 / 23.500 / 2.000 St/B; NW-L STD Ø 53.960 / 58.000 / 17.000 / 2.000 St/B
	77 725 690	SET PL-B SEMI Ø 26.000 / 29.000 / 26.400 / St/B
	MK-8H	
		81-22108 IN/EX; 12.03/ x 8.01 x 48 G2

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	92-22012	EX; 42.67 x 34.18 x 7.3; G1; 45°
	92-22011	IN; 37.07 x 28.6 x 7.2; G1; 45°

14		91								
	F 4 L 1011	10.1988 →	D AN 4	2732 cm ³	2V	36-44 kW	49-60 PS	ε 18,5:1		105

	91 260 600	Cyl. Ø: 91; KH: 55.17; MT: -19.81; MØ: 40; GL: 86.27; piston pin: 26x65; number of piston rings: 3 91 260 610 91,25 / 91 260 620 91,50 R 2 CR G6 M 2 DSF 3 → 80 00122 1 0 ... cyl.-head gasket piston protrusion:		
		notches	more than	less than
		1	+0,590	+0,69
		2	+0,691	+0,76
		3	+0,761	+0,83

	80 00122 1 0 000	Cyl. Ø: 91; Set: 1; [R G6 CR 2] [M 2] [DSF 3] 80 00122 1 0 025 91,25 / 80 00122 1 0 050 91,49
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	91 260 960	Piston: 91260600; Cylinder liner: 89423110
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	89 423 110	T - Dry cylinder liner; finished; A=94.015 C=99 L=180.5 H=4.56
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	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A
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	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50
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	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50
--	-------------------	--

	77 726 690	SET PL-B SEMI Ø 26.000 / 29.000 / 26.400 / St/B
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	87 206 600	SET NW-L STD Ø 50.925 / 55.000 / 23.500 / 2.042 St/B; NW-L STD Ø 50.925 / 55.000 / 17.000 / 2.042 St/B
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	22150	EX; 35 x 8 x 124.7 x A/S - Cr - 45° - 22 - III		MK-8H
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	22149	IN; 40 x 8 x 124.7 x S - Cr - 45° - 22 - III		81-22108	IN/EX; 12.03/ x 8.01 x 48 G2
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	92-22012	EX; 42.67 x 34.18 x 7.3; G1; 45°
	92-22011	IN; 37.07 x 28.6 x 7.2; G1; 45°

15		91								
	F 4 L 1011 F Euro 1	1994 →	D AN 4	2732 cm ³	2V	40-46 kW	55-63 PS	ε 18,5:1		105

	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A
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	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50
--	-------------------	--

	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50
--	-------------------	--

	77 584 600	SET NW-L STD Ø 53.960 / 58.000 / 23.500 / 2.000 St/B; NW-L STD Ø 53.960 / 58.000 / 17.000 / 2.000 St/B
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	77 726 690	SET PL-B SEMI Ø 26.000 / 29.000 / 26.400 / St/B
--	-------------------	---

	22150	EX; 35 x 8 x 124.7 x A/S - Cr - 45° - 22 - III		MK-8H
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	22149	IN; 40 x 8 x 124.7 x S - Cr - 45° - 22 - III		81-22108	IN/EX; 12.03/ x 8.01 x 48 G2
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	92-22012	EX; 42.67 x 34.18 x 7.3; G1; 45°
	92-22011	IN; 37.07 x 28.6 x 7.2; G1; 45°

16		91								
	F 4 M 1011 F Euro 1	1994 →	D AN 4	2914 cm ³	2V	44-48 kW	60-65 PS	ε 18,5:1		112

	40 073 600	Cyl. Ø: 91; KH: 51.7; MT: -19.2; MØ: 42; GL: 81.65; piston pin: 26x65; number of piston rings: 3 R 2 CR G6 M 2 DSF 3 CR → 80 00501 1 0 ...
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	80 00501 1 0 000	Cyl. Ø: 91; Set: 1; [R G6 CR 2] [M IFU 2] [DSF CR 3]
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	40 073 960	Piston: 40073600; Cylinder liner: 89423110
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

	89 423 110	T - Dry cylinder liner; finished; A=94.015 C=99 L=180.5 H=4.56
	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A
	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50
	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50
	77 584 600	SET NW-L STD Ø 53.960 / 58.000 / 23.500 / 2.000 St/B; NW-L STD Ø 53.960 / 58.000 / 17.000 / 2.000 St/B
	77 726 690	SET PL-B SEMI Ø 26.000 / 29.000 / 26.400 / St/B
	22150	EX; 35 x 8 x 124.7 x A/S - Cr - 45° - 22 - III
	22143	IN; 40.5 x 8 x 124.9 x S - Cr - 30° - 22 - III
	92-22012	EX; 42.67 x 34.18 x 7.3; G1; 45°
	92-22011	IN; 37.07 x 28.6 x 7.2; G1; 45°


	MK-8H	
	81-22108	IN/EX; 12.03/ x 8.01 x 48 G2

17		94							
	BF 3 L 2011	04.2001 →	D A 3	2330 cm ³	2V	45 kW	61 PS		112
	BF 3 M 2011	04.2001 →	D A 3	2330 cm ³	2V	49 kW	63 PS		112
	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A							
	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50							
	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50							
	77 583 600	SET NW-L STD Ø 53.960 / 58.000 / 23.500 / 2.000 St/B; NW-L STD Ø 53.960 / 58.000 / 17.000 / 2.000 St/B							
	77 727 690	SET PL-B SEMI Ø 30.000 / 33.000 / 26.400 / St/B							


18		94							
	BF 4 L 2011	04.2001 →	D A 4	3110 cm ³	2V	58 kW	79 PS		112
	BF 4 M 2011	04.2001 →	D A 4	3110 cm ³	2V	65 kW	84 PS	£ 18,5:1	112
	BF 4 M 2011 M	04.2001 →	D A 4	3110 cm ³	2V	49 kW	66 PS	£ 18,5:1	112
	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A							
	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50							
	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50							
	77 584 600	SET NW-L STD Ø 53.960 / 58.000 / 23.500 / 2.000 St/B; NW-L STD Ø 53.960 / 58.000 / 17.000 / 2.000 St/B							
	77 728 690	SET PL-B SEMI Ø 30.000 / 33.000 / 26.400 / St/B							


19		94							
	BF 4 M 1012 Euro 1	09.1992 →	D LA 4	3192 cm ³	2V	47-65 kW	64-88 PS	£ 17,5:1	115
	BF 4 M 1012 C Euro 1	01.1990 →	D LA 4	3192 cm ³	2V	70-82 kW	95-112 PS	£ 17,5:1	115

	94 900 600	Cyl. Ø: 94; KH: 61.2; MT: -18.4; MØ: 49.5; GL: 98; piston pin: 34x78; number of piston rings: 3								
	94 900 610 94,50	RTK								
		T15	3	CR	G6					
		M	2		G3					
		DSF	3	CR						
		→ 80 00123 2 0 ...								
		cylinder head gasketpiston protrusion:								
		hole	more thanless than							
		1	+0,43	+0,64						
		2	+0,65	+0,74						
		3	+0,75	+0,85						

	80 00123 2 0 000	Cyl. Ø: 94; Set: 2; [T15 G6 CR 3] [M G3 IF 2] [DSF CR 3] 80 00123 2 0 050 null							
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	94 900 960	Piston: 94900600; Cylinder liner: 89447110							
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	89 447 110	T - Dry cylinder liner; finished; A=98.5 C=102.5 L=196 H=5							
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	79 242 600	PAIR AS STD Ø 79.250 / 101.750 // 2.450 St/A							
	79 265 600	PAIR PL STD Ø 58.000 / 61.600 / 26.600 / 1.785 St/B/G1 79 265 610 0,25 / 79 265 620 0,50							
	79 266 600	PAIR HL STD Ø 74.000 / 79.000 / 29.000 / 2.485 St/A 79 266 610 0,25 / 79 266 620 0,50							
	77 599 600	SET PL STD Ø 58.000 / 61.600 / 26.600 / 1.785 St/B/G1 77 599 610 0,25 / 77 599 620 0,50							

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	77 601 600	SET HL STD Ø 74.000 / 79.000 / 29.000 / 2.485 St/A 77 601 610 0,25 / 77 601 620 0,50
	77 604 690	SET PL-B SEMI Ø 34.000 / 37.000 / 27.800 / St/B
	77 606 600	SET NW-L STD Ø 59.950 / 64.000 / 24.000 / 2.000 St/B; NW-L STD Ø 59.950 / 64.000 / 18.000 / 2.000 St/B
	22247	EX; 35.9 x 8 x 124.7 x A/S - Cr - 45° - 22 - III
	22244	IN; 41.7 x 8 x 124.7 x S - Cr - 30° - 22 - III
	92-22008	EX; 37.01 x 30.15 x 7.55; G1; 45°
	92-22007	IN; 42.78 x 33.7 x 6.85; G1; 30°
		MK-8H
		81-22109 IN/EX; 15.03/ x 8.03 x 52.8 G2

D

20		94	
	BF 4 M 1012 Euro 2	06.1995 →	D A 4 3192 cm³ 2V 48-73 kW 65-99 PS ⚡ 17,5:1 115
	BF 4 M 1012 EC Euro 2	09.1995 →	D LA 4 3192 cm³ 2V 60-73 kW 82-99 PS ⚡ 17,5:1 115
	F 4 M 1012 Euro 1	09.1992 →	D AN 4 3192 cm³ 2V 40-45 kW 55-61 PS ⚡ 18:1 115
	Agroplus 75, Agroplus 80, Agroplus 85, Agroplus 90, Agroplus 95, Agrotron 100, Agrotron 4.70, Agrotron 4.80, Agrotron 4.85, Agrotron 4.90, Agrotron 4.95, Agrotron 80, Agrotron 85, Agrotron 90		

	79 242 600	PAIR AS STD Ø 79.250 / 101.750 // 2.450 St/A
	79 265 600	PAIR PL STD Ø 58.000 / 61.600 / 26.600 / 1.785 St/B/G1 79 265 610 0,25 / 79 265 620 0,50
	79 266 600	PAIR HL STD Ø 74.000 / 79.000 / 29.000 / 2.485 St/A 79 266 610 0,25 / 79 266 620 0,50
	77 599 600	SET PL STD Ø 58.000 / 61.600 / 26.600 / 1.785 St/B/G1 77 599 610 0,25 / 77 599 620 0,50
	77 601 600	SET HL STD Ø 74.000 / 79.000 / 29.000 / 2.485 St/A 77 601 610 0,25 / 77 601 620 0,50
	77 604 690	SET PL-B SEMI Ø 34.000 / 37.000 / 27.800 / St/B
	77 606 600	SET NW-L STD Ø 59.950 / 64.000 / 24.000 / 2.000 St/B; NW-L STD Ø 59.950 / 64.000 / 18.000 / 2.000 St/B

21		94	
	BF 6 M 1012 Euro 1	03.1997 →	D A 6 4788 cm³ 2V 83-98 kW 113-133 PS ⚡ 17,5:1 115
	BF 6 M 1012 C Euro 1	09.1992 →	D LA 6 4788 cm³ 2V 88-140 kW 120-190 PS ⚡ 17,5:1 115
	Agroplus 100		

	94 900 600	Cyl. Ø: 94; KH: 61.2; MT: -18.4; MØ: 49.5; GL: 98; piston pin: 34x78; number of piston rings: 3
	94 900 610 94,50	RTK
		T15 3 CR G6
		M 2 G3
		DSF 3 CR
		→ 80 00123 2 0 ...
		cylinder head gasketpiston protrusion:
	hole	more thanless than
	1	+0,43 +0,64
	2	+0,65 +0,74
	3	+0,75 +0,85

	80 00123 2 0 000	Cyl. Ø: 94; Set: 2; [T15 G6 CR 3] [M G3 IF 2] [DSF CR 3] 80 00123 2 0 050 null
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	94 900 960	Piston: 94900600; Cylinder liner: 89447110
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	89 447 110	T - Dry cylinder liner; finished; A=98.5 C=102.5 L=196 H=5
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	79 242 600	PAIR AS STD Ø 79.250 / 101.750 // 2.450 St/A
	79 265 600	PAIR PL STD Ø 58.000 / 61.600 / 26.600 / 1.785 St/B/G1 79 265 610 0,25 / 79 265 620 0,50
	79 266 600	PAIR HL STD Ø 74.000 / 79.000 / 29.000 / 2.485 St/A 79 266 610 0,25 / 79 266 620 0,50
	77 600 600	SET PL STD Ø 58.000 / 61.600 / 26.600 / 1.785 St/B/G1 77 600 610 0,25 / 77 600 620 0,50
	77 602 600	SET HL STD Ø 74.000 / 79.000 / 29.000 / 2.485 St/A 77 602 610 0,25 / 77 602 620 0,50
	77 605 690	SET PL-B SEMI Ø 34.000 / 37.000 / 27.800 / St/B
	77 607 600	SET NW-L STD Ø 59.950 / 64.000 / 24.000 / 2.000 St/B; NW-L STD Ø 59.950 / 64.000 / 18.000 / 2.000 St/B

	22247	EX; 35.9 x 8 x 124.7 x A/S - Cr - 45° - 22 - III
	22244	IN; 41.7 x 8 x 124.7 x S - Cr - 30° - 22 - III
		MK-8H
		81-22109 IN/EX; 15.03/ x 8.03 x 52.8 G2

cont...



TRW
EngineComponents

PIERBURG



DEUTZ

92-22008 EX; 37.01 x 30.15 x 7.55; G1; 45°
92-22007 IN; 42.78 x 33.7 x 6.85; G1; 30°

22 **94**

	BF 6 M 1012 E Euro 2	09.1995→	D A 6	4788 cm ³	2V	72-100 kW	98-136 PS	£ 17,5:1	115
	BF 6 M 1012 EC Euro 2	1999→	D LA 6	4788 cm ³	2V	85-125 kW	115-170 PS		115
	Agroplus 100, Agrottron 100, Agrottron 105, Agrottron 106, Agrottron 110, Agrottron 115, Agrottron 6.00, Agrottron 6.01, Agrottron 6.05, Agrottron 6.15								
	79 242 600	PAIR AS STD Ø 79.250 / 101.750 // 2.450 St/A							
	79 265 600	PAIR PL STD Ø 58.000 / 61.600 / 26.600 / 1.785 St/B/G1 79 265 610 0,25 / 79 265 620 0,50							
	79 266 600	PAIR HL STD Ø 74.000 / 79.000 / 29.000 / 2.485 St/A 79 266 610 0,25 / 79 266 620 0,50							
	77 600 600	SET PL STD Ø 58.000 / 61.600 / 26.600 / 1.785 St/B/G1 77 600 610 0,25 / 77 600 620 0,50							
	77 602 600	SET HL STD Ø 74.000 / 79.000 / 29.000 / 2.485 St/A 77 602 610 0,25 / 77 602 620 0,50							
	77 605 690	SET PL-B SEMI Ø 34.000 / 37.000 / 27.800 / St/B							
	77 607 600	SET NW-L STD Ø 59.950 / 64.000 / 24.000 / 2.000 St/B; NW-L STD Ø 59.950 / 64.000 / 18.000 / 2.000 St/B							

23 **94**

	F 2 L 2011	04.2001→	D AN 2	1550 cm ³	2V	23 kW	31 PS		112
	F 2 M 2011	04.2001→	D AN 2	1550 cm ³	2V	26 kW	32 PS	£ 18,5:1	112
	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A							
	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50							
	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50							
	77 582 600	SET NW-L STD Ø 53.960 / 58.000 / 23.500 / 2.000 St/B; NW-L STD Ø 53.960 / 58.000 / 17.000 / 2.000 St/B							
	77 724 690	SET PL-B SEMI Ø 26.000 / 29.000 / 26.400 / St/B							

24 **94**

	F 3 L 2011	04.2001→	D AN 3	2330 cm ³	2V	36 kW	49 PS		112
	F 3 M 2011	04.2001→	D AN 3	2330 cm ³	2V	37 kW	47 PS	£ 18,5:1	112
	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A							
	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50							
	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50							
	77 583 600	SET NW-L STD Ø 53.960 / 58.000 / 23.500 / 2.000 St/B; NW-L STD Ø 53.960 / 58.000 / 17.000 / 2.000 St/B							
	77 725 690	SET PL-B SEMI Ø 26.000 / 29.000 / 26.400 / St/B							

25 **94**

	F 4 L 2011	04.2001→	D AN 4	3110 cm ³	2V	48 kW	65 PS		112
	F 4 M 2011	04.2001→	D AN 4	3109 cm ³	2V	49 kW	63 PS	£ 18,5:1	112
	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A							
	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50							
	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50							
	77 584 600	SET NW-L STD Ø 53.960 / 58.000 / 23.500 / 2.000 St/B; NW-L STD Ø 53.960 / 58.000 / 17.000 / 2.000 St/B							
	77 726 690	SET PL-B SEMI Ø 26.000 / 29.000 / 26.400 / St/B							

26 **95**

	F 1 L 712	1958→1968	D AN 1	850 cm ³	2V	9 kW	13 PS	£ 20:1	120
	F 2 L 712	01.1959→1968	D AN 2	1700 cm ³	2V	15-21 kW	20-28 PS	£ 20:1	120
	F 3 L 712	1958→1968	D AN 3	2552 cm ³	2V	26-28 kW	35-38 PS	£ 20:1	120
	F 4 L 712	1958→1968	D AN 4	3400 cm ³	2V	34-38 kW	46-52 PS	£ 20:1	120
	Series D 13, Series D 14, Series D 15, Series D 25, Series D 30, Series D 40, Series D 50								
	88 860 110	R - Air-cooled cylinder; finished; A=105 C=115 L=217.6 H=132.6							
	2265	EX; 35 x 10 x 132.9 x A/S - Cr - 45° - 10 - III				81-2215	IN/EX; 17/ x 10 x 62 G2 - CC		
	2264	IN; 39 x 9.9 x 133 x S - - 45° - 10 - III				81-2216	IN/EX; 17.28/ x 10 x 62 G2		



27 **95**



F 1 L 812
Series D 15

1963 → 1967 D AN 1 850 cm³ 2V 9 kW 13 PS ξ 19:1 120



2238 EX; 35 x 8 x 133 x A/S - Cr - 45° - 1 - III



KK-8H

2293 EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III



81-2246

IN/EX; 15/ x 8 x 57.5 G2 - CC

2246 IN; 40 x 8 x 133 x S - - 45° - 1 - III

81-2247

IN/EX; 15.25/ x 8 x 57.5 G2 - CC

2282 IN; 43 x 8 x 133 x S - - 45° - 1 - III

81-2248

IN/EX; 15.5/ x 8 x 57.5 G2 - CC



92-22003 EX; 40.16 x 31 x 9.75; G1; 45°

81-2226

IN/EX; 17/ x 8 x 62 G2 - CC

92-22004 EX; 40.26 x 31 x 9.75; G1; 45°

81-2227

IN/EX; 17.25/ x 8 x 62 G2 - CC

92-22001 IN; 45.66 x 36 x 10; G1; 45°

81-2228

IN/EX; 17.5/ x 8 x 62 G2 - CC

28 **95**



F 2 L 812
Series D 25, Series D 2505, Series D 30, Series D 3005, Unisuper 2501, Unisuper 3001

1963 → D AN 2 1700 cm³ 2V 16-22 kW 22-30 PS ξ 19:1 120



2293 EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III



KK-8H

2282 IN; 43 x 8 x 133 x S - - 45° - 1 - III



81-2246

IN/EX; 15/ x 8 x 57.5 G2 - CC



92-22003 EX; 40.16 x 31 x 9.75; G1; 45°

81-2247

IN/EX; 15.25/ x 8 x 57.5 G2 - CC

92-22004 EX; 40.26 x 31 x 9.75; G1; 45°

81-2248

IN/EX; 15.5/ x 8 x 57.5 G2 - CC

92-22001 IN; 45.66 x 36 x 10; G1; 45°

81-2226

IN/EX; 17/ x 8 x 62 G2 - CC

81-2227

IN/EX; 17.25/ x 8 x 62 G2 - CC

81-2228

IN/EX; 17.5/ x 8 x 62 G2 - CC

29 **95**



F 3 L 812
Series D 40, Series D 4005, Series D 4505, Unisuper 4001

1963 → D AN 3 2552 cm³ 2V 26-29 kW 35-40 PS ξ 19:1 120



73 419 600 NW-L STD \varnothing 47.950 / 52.000 / 30.500 / 2.010 St/B

78 042 600 PAIR HL STD \varnothing 69.990 / 74.500 / 27.000 / 2.229 St/B/G
78 042 610 0,25 / **78 042 620** 0,50 / **78 042 630** 0,75 / **78 042 640** 1,00 / **78 042 650** 1,25 / **78 042 660** 1,50

78 043 600 PAIR AS STD \varnothing 79.300 / 94.614 // 2.985 St/A
78 043 620 0,50, With dowel arrest.

77 851 600 SET KH-B STD \varnothing 17.990 / 21.000 / 13.800 / 1.501 St/B

87 338 600 SET PL-B STD \varnothing 35.000 / 38.000 / 33.800 / 1.487 St/B



2293 EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III



KK-8H

2282 IN; 43 x 8 x 133 x S - - 45° - 1 - III



81-2246

IN/EX; 15/ x 8 x 57.5 G2 - CC



92-22003 EX; 40.16 x 31 x 9.75; G1; 45°

81-2247

IN/EX; 15.25/ x 8 x 57.5 G2 - CC

92-22004 EX; 40.26 x 31 x 9.75; G1; 45°

81-2248

IN/EX; 15.5/ x 8 x 57.5 G2 - CC

92-22001 IN; 45.66 x 36 x 10; G1; 45°

81-2226

IN/EX; 17/ x 8 x 62 G2 - CC

81-2227

IN/EX; 17.25/ x 8 x 62 G2 - CC

81-2228

IN/EX; 17.5/ x 8 x 62 G2 - CC

30 **95**



F 4 L 812
Series D 50, Series D 5005, Series D 5505, Series D 6005, Series M 80, Series M 88

1963 → 08.1975 D AN 4 3400 cm³ 2V 33-43 kW 45-58 PS ξ 19:1 120



73 419 600 NW-L STD \varnothing 47.950 / 52.000 / 30.500 / 2.010 St/B

78 042 600 PAIR HL STD \varnothing 69.990 / 74.500 / 27.000 / 2.229 St/B/G
78 042 610 0,25 / **78 042 620** 0,50 / **78 042 630** 0,75 / **78 042 640** 1,00 / **78 042 650** 1,25 / **78 042 660** 1,50

78 043 600 PAIR AS STD \varnothing 79.300 / 94.614 // 2.985 St/A
78 043 620 0,50, With dowel arrest.

77 852 600 SET KH-B STD \varnothing 17.990 / 21.000 / 13.800 / 1.501 St/B

87 337 600 SET PL-B STD \varnothing 35.000 / 38.000 / 33.800 / 1.487 St/B

87 878 600 SET HL STD \varnothing 69.990 / 74.500 / 27.000 / 2.229 St/B/G
87 878 610 0,25 / **87 878 620** 0,50 / **87 878 630** 0,75 / **87 878 640** 1,00 / **87 878 650** 1,25 / **87 878 660** 1,50



2293 EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III



KK-8H

2282 IN; 43 x 8 x 133 x S - - 45° - 1 - III



81-2246

IN/EX; 15/ x 8 x 57.5 G2 - CC



92-22003 EX; 40.16 x 31 x 9.75; G1; 45°

81-2247

IN/EX; 15.25/ x 8 x 57.5 G2 - CC

92-22004 EX; 40.26 x 31 x 9.75; G1; 45°

81-2248

IN/EX; 15.5/ x 8 x 57.5 G2 - CC

92-22001 IN; 45.66 x 36 x 10; G1; 45°

81-2226

IN/EX; 17/ x 8 x 62 G2 - CC

81-2227

IN/EX; 17.25/ x 8 x 62 G2 - CC

cont...



TRW
EngineComponents

PIERBURG



DEUTZ

81-2228 IN/EX; 17.5/ x 8 x 62 G2 - CC

7.02242.00.0 Fuel pump; mechanical

31 **95**

F 6 L 812 1963→11.1970 D AN 6 5104 cm³ 2V 59-74 kW 80-100 PS £ 19:1 120

Series D 80, Series D 8005, Series D 9005

73 419 600 NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B
78 042 600 PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G
78 042 610 0,25 / **78 042 620** 0,50 / **78 042 630** 0,75 / **78 042 640** 1,00 / **78 042 650** 1,25 / **78 042 660** 1,50
78 043 600 PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A
78 043 620 0,50, With dowel arrest.
77 854 600 SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B
87 335 600 SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B
87 877 600 SET HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G
87 877 610 0,25 / **87 877 620** 0,50 / **87 877 630** 0,75 / **87 877 640** 1,00 / **87 877 650** 1,25 / **87 877 660** 1,50

2238 EX; 35 x 8 x 133 x A/S - Cr - 45° - 1 - III
2293 EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III
2246 IN; 40 x 8 x 133 x S - - 45° - 1 - III
2282 IN; 43 x 8 x 133 x S - - 45° - 1 - III

KK-8H
81-2246 IN/EX; 15/ x 8 x 57.5 G2 - CC
81-2247 IN/EX; 15.25/ x 8 x 57.5 G2 - CC
81-2248 IN/EX; 15.5/ x 8 x 57.5 G2 - CC
81-2226 IN/EX; 17/ x 8 x 62 G2 - CC
81-2227 IN/EX; 17.25/ x 8 x 62 G2 - CC
81-2228 IN/EX; 17.5/ x 8 x 62 G2 - CC

92-22003 EX; 40.16 x 31 x 9.75; G1; 45°
92-22004 EX; 40.26 x 31 x 9.75; G1; 45°
92-22001 IN; 45.66 x 36 x 10; G1; 45°

32 **98**

BF 4 M 2012 D LA 4 4000 cm³ 2V 60-155 kW 82-211 PS £ 18,4:1

99 801 600 Cyl. Ø: 98; KH: 50.65; MT: -17.5; MØ: 61.06; GL: 90.65; piston pin: 38x76; number of piston rings: 3
RTK
 T15 3 CK G6
 M 2,03 G3
 DSF 3 NT ST
→ **80 00552 1 0 ...**

80 00552 1 0 000 Cyl. Ø: 98; Set: 1; [T15 G6 IW CK 3] [M G3 IFU 2.03] [DSF ST NT 3]

78 935 600 PAIR HL STD Ø 84.000 / 89.000 / 25.200 / 2.485 St/A
78 935 610 0,25 / **78 935 620** 0,50
79 262 600 PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G1
79 262 610 0,25 / **79 262 620** 0,50
79 285 600 PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/S; PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G, The upper shell is marked with 'SPUTTER'.
79 314 600 PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/S; PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G1, The upper shell is marked with 'SPUTTER'.
79 315 600 PAIR HL STD Ø 84.000 / 89.000 / 22.800 / 2.485 St/A
79 355 600 PAIR AS STD Ø 91.700 / 113.750 // 2.050 St/A
79 356 600 PAIR AS STD Ø 93.700 / 113.750 // 2.050 St/A
77 606 600 SET NW-L STD Ø 59.950 / 64.000 / 24.000 / 2.000 St/B; NW-L STD Ø 59.950 / 64.000 / 18.000 / 2.000 St/B
77 828 690 SET PL-B SEMI Ø 38.000 / 41.000 / 35.300 / St/B
77 831 600 SET NW-L STD Ø 62.950 / 67.000 / 18.000 / 2.000 St/B; NW-L STD Ø 62.950 / 67.000 / 24.000 / 2.000 St/B

22305 EX; 36 x 8 x 119.4 x A/S - Cr - 45° - 22 - III
22302 IN; 41.7 x 8 x 119.3 x S - Cr - 30° - 22 - III

MK-8H

33 **98**

BF 6 M 2012 D LA 6 6000 cm³ 2V 80-208 kW 109-283 PS £ 18,4:1

99 801 600 Cyl. Ø: 98; KH: 50.65; MT: -17.5; MØ: 61.06; GL: 90.65; piston pin: 38x76; number of piston rings: 3
RTK
 T15 3 CK G6
 M 2,03 G3
 DSF 3 NT ST
→ **80 00552 1 0 ...**

80 00552 1 0 000 Cyl. Ø: 98; Set: 1; [T15 G6 IW CK 3] [M G3 IFU 2.03] [DSF ST NT 3]

cont...



TRW
EngineComponents

PIERBURG

TRW **PIERBURG**
DEUTZ



22305

EX; 36 x 8 x 119.4 x A/S - Cr - 45° - 22 - III



MK-8H

22302

IN; 41.7 x 8 x 119.3 x S - Cr - 30° - 22 - III

34

98



BF 4 M 2013 C Euro 3

01.2000 →

D

LA

4

3800 cm³

4V

125 kW

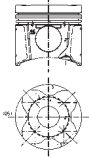
170 PS

126



99 662 600

Cyl. Ø: 98; KH: 50.55; VT1: -.8; MT: -18.07; MØ: 59.83; GL: 90.55; piston pin: 38x76; number of piston rings: 3



RTK

T15 3 CK G6

M 2,03 G3

DSF 3 NT ST

→ **80 00552 1 0 ...**



80 00552 1 0 000

Cyl. Ø: 98; Set: 1; [T15 G6 IW CK 3] [M G3 IFU 2.03] [DSF ST NT 3]



78 935 600

PAIR HL STD Ø 84.000 / 89.000 / 25.200 / 2.485 St/A

78 935 610 0,25 / 78 935 620 0,50

79 262 600

PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G1

79 262 610 0,25 / 79 262 620 0,50

79 285 600

PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/S; PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G, The upper shell is marked with 'SPUTTER'.

79 314 600

PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/S; PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G1, The upper shell is marked with 'SPUTTER'.

79 315 600

PAIR HL STD Ø 84.000 / 89.000 / 22.800 / 2.485 St/A

79 355 600

PAIR AS STD Ø 91.700 / 113.750 // 2.050 St/A

79 356 600

PAIR AS STD Ø 93.700 / 113.750 // 2.050 St/A

77 606 600

SET NW-L STD Ø 59.950 / 64.000 / 24.000 / 2.000 St/B; NW-L STD Ø 59.950 / 64.000 / 18.000 / 2.000 St/B

77 828 690

SET PL-B SEMI Ø 38.000 / 41.000 / 35.300 / St/B

77 831 600

SET NW-L STD Ø 62.950 / 67.000 / 18.000 / 2.000 St/B; NW-L STD Ø 62.950 / 67.000 / 24.000 / 2.000 St/B



22301

EX; 33.4 x 8 x 157 x A/S - Cr - 45° - 22 - III

22304

IN; 34.7 x 8 x 114.1 x S - Cr - 30° - 22 - III

35

98



BF 4 M 2013 EC Euro 3

12.2001 →

D

LA

4

3800 cm³

2V

100 kW

136 PS

126



78 935 600

PAIR HL STD Ø 84.000 / 89.000 / 25.200 / 2.485 St/A

78 935 610 0,25 / 78 935 620 0,50

79 262 600

PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G1

79 262 610 0,25 / 79 262 620 0,50

79 285 600

PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/S; PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G, The upper shell is marked with 'SPUTTER'.

79 314 600

PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/S; PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G1, The upper shell is marked with 'SPUTTER'.

79 315 600

PAIR HL STD Ø 84.000 / 89.000 / 22.800 / 2.485 St/A

79 355 600

PAIR AS STD Ø 91.700 / 113.750 // 2.050 St/A

79 356 600

PAIR AS STD Ø 93.700 / 113.750 // 2.050 St/A

77 606 600

SET NW-L STD Ø 59.950 / 64.000 / 24.000 / 2.000 St/B; NW-L STD Ø 59.950 / 64.000 / 18.000 / 2.000 St/B

77 828 690

SET PL-B SEMI Ø 38.000 / 41.000 / 35.300 / St/B

77 831 600

SET NW-L STD Ø 62.950 / 67.000 / 18.000 / 2.000 St/B; NW-L STD Ø 62.950 / 67.000 / 24.000 / 2.000 St/B

36

98



BF 6 M 2013 Euro 3

11.1998 →

D

LA

6

5703 cm³

4V

92-118 kW

125-160 PS

126

BF 6 M 2013 C Euro 3

11.1999 →

D

LA

6

5703 cm³

4V

190 kW

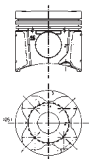
258 PS

126



99 662 600

Cyl. Ø: 98; KH: 50.55; VT1: -.8; MT: -18.07; MØ: 59.83; GL: 90.55; piston pin: 38x76; number of piston rings: 3



RTK

T15 3 CK G6

M 2,03 G3

DSF 3 NT ST

→ **80 00552 1 0 ...**



80 00552 1 0 000

Cyl. Ø: 98; Set: 1; [T15 G6 IW CK 3] [M G3 IFU 2.03] [DSF ST NT 3]



78 935 600

PAIR HL STD Ø 84.000 / 89.000 / 25.200 / 2.485 St/A

78 935 610 0,25 / 78 935 620 0,50

79 262 600

PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G1

79 262 610 0,25 / 79 262 620 0,50

79 285 600

PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/S; PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G, The upper shell is marked with 'SPUTTER'.

cont...



TRW
EngineComponents

PIERBURG

DEUTZ

79 314 600	PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/S; PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G1, The upper shell is marked with 'SPUTTER'.
79 315 600	PAIR HL STD Ø 84.000 / 89.000 / 22.800 / 2.485 St/A
79 355 600	PAIR AS STD Ø 91.700 / 113.750 // 2.050 St/A
79 356 600	PAIR AS STD Ø 93.700 / 113.750 // 2.050 St/A
77 607 600	SET NW-L STD Ø 59.950 / 64.000 / 24.000 / 2.000 St/B; NW-L STD Ø 59.950 / 64.000 / 18.000 / 2.000 St/B
77 829 690	SET PL-B SEMI Ø 38.000 / 41.000 / 35.300 / St/B
77 830 600	SET NW-L STD Ø 62.950 / 67.000 / 18.000 / 2.000 St/B; NW-L STD Ø 62.950 / 67.000 / 24.000 / 2.000 St/B
22301	EX; 33.4 x 8 x 157 x A/S - Cr - 45° - 22 - III
22304	IN; 34.7 x 8 x 114.1 x S - Cr - 30° - 22 - III

D

37

98

BF 6 M 2013 CR Euro 3	01.1999 →	D	LA	6	5703 cm ³	2V				126
BF 6 M 2013 E Euro 3	06.2001 →	D	LA	6	5703 cm ³	2V	92 kW	125 PS		126
78 935 600	PAIR HL STD Ø 84.000 / 89.000 / 25.200 / 2.485 St/A 78 935 610 0,25 / 78 935 620 0,50									
79 262 600	PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G1 79 262 610 0,25 / 79 262 620 0,50									
79 285 600	PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/S; PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G, The upper shell is marked with 'SPUTTER'.									
79 314 600	PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/S; PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G1, The upper shell is marked with 'SPUTTER'.									
79 315 600	PAIR HL STD Ø 84.000 / 89.000 / 22.800 / 2.485 St/A									
79 355 600	PAIR AS STD Ø 91.700 / 113.750 // 2.050 St/A									
79 356 600	PAIR AS STD Ø 93.700 / 113.750 // 2.050 St/A									
77 607 600	SET NW-L STD Ø 59.950 / 64.000 / 24.000 / 2.000 St/B; NW-L STD Ø 59.950 / 64.000 / 18.000 / 2.000 St/B									
77 829 690	SET PL-B SEMI Ø 38.000 / 41.000 / 35.300 / St/B									
77 830 600	SET NW-L STD Ø 62.950 / 67.000 / 18.000 / 2.000 St/B; NW-L STD Ø 62.950 / 67.000 / 24.000 / 2.000 St/B									

38

98

TCD 2012 Euro 3	2005 →	D	LA	6	5700 cm ³	2V	147 kW	200 PS	£ 18:1	126
40 440 600	Cyl. Ø: 98; KH: 55.15; MT: -17.31; MØ: 61.5; GL: 90.65; piston pin: 40x80; number of piston rings: 3 RTK T15 3 CK G6 M 2,03 G3 DSF 3 NT ST → 80 00552 1 0 ...									
80 00552 1 0 000	Cyl. Ø: 98; Set: 1; [T15 G6 IW CK 3] [M G3 IFU 2.03] [DSF ST NT 3]									
MK-8H										

39

100

BF 6 L 912	05.1972 →	D	A	6	5655 cm ³	2V	88-100 kW	120-136 PS	£ 15,5:1	120
Series D 12006, Series D 13006										
93 168 600	Cyl. Ø: 100; KH: 71.9; BÜ: 4; MT: -15.7; MØ: 58; GL: 123.6; piston pin: 40x80; number of piston rings: 4 PK T15 3 MO G6 M 2,5 M 2,5 DSF 5 CR → 80 00125 1 2 ...									
80 00125 1 2 000	Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M 2.5] [M 2.5] [DSF CR 5] 80 00125 1 2 050 100,50 / 80 00125 1 2 100 101,00, Oilring high pressure									
93 168 960	Piston: 93168600; Cylinder liner: 89005110									
93 168 961	Piston: 93168600; Cylinder liner: 89495110, new version									
89 495 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8									
89 005 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3									
73 419 600	NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B									
78 042 600	PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50									
78 186 600	PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00 / 78 186 650 1,25									
78 228 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.									

cont...



78 628 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 628 610 0,25 / 78 628 620 0,50
77 854 600	SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B
87 335 600	SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B
87 775 600	SET PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 87 775 610 0,25 / 87 775 620 0,50 / 87 775 630 0,75 / 87 775 640 1,00 / 87 775 650 1,25
87 877 600	SET HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 87 877 610 0,25 / 87 877 620 0,50 / 87 877 630 0,75 / 87 877 640 1,00 / 87 877 650 1,25 / 87 877 660 1,50



50 009 127 Length: 216; counterbore: 64; piston pin: 35; conrod parallel



2256 EX; 37 x 8 x 133 x A/S - Cr - 45° - 1 - III



KK-8H

22104 IN; 43 x 8 x 133 x A/S - Cr - 30° - 1 - III



81-2246 IN/EX; 15/ x 8 x 57.5 G2 - CC

2259 IN; 43 x 8 x 133 x A/S - Cr - 45° - 1 - III

81-2247 IN/EX; 15.25/ x 8 x 57.5 G2 - CC



92-22003 EX; 40.16 x 31 x 9.75; G1; 45°

81-2248 IN/EX; 15.5/ x 8 x 57.5 G2 - CC

92-22004 EX; 40.26 x 31 x 9.75; G1; 45°

92-22001 IN; 45.66 x 36 x 10; G1; 45°

40

100



F 1 L 511 D

01.1978 → 1992

D

AN 1

825 cm³

2V

11-13 kW

15-17 PS

⊗ 17:1

105

F 2 L 511 D

01.1978 → 1992

D

AN 2

1650 cm³

2V

22-26 kW

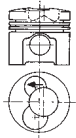
30-35 PS

⊗ 17:1

105



93 472 600 Cyl. Ø: 100; KH: 56.75; BÜ: 5.7; MT: -15.74; MØ: 50; GL: 95.95; piston pin: 35x75; number of piston rings: 3



93 472 610 100,50 / 93 472 620 101,00

RK

T15 2,94 CR G6

M 2,5

DSF 5 CR

→ **80 00442 1 1 ...**



80 00442 1 1 000 Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 5]

80 00442 1 1 050 100,50 / 80 00442 1 1 100 101,00



93 472 960 Piston: 93472600; Cylinder liner: 89083110



89 083 110 R - Air-cooled cylinder; finished; A=109.85 C=120 L=185.9 H=118.9



2256 EX; 37 x 8 x 133 x A/S - Cr - 45° - 1 - III



KK-8H

22104 IN; 43 x 8 x 133 x A/S - Cr - 30° - 1 - III



81-2246 IN/EX; 15/ x 8 x 57.5 G2 - CC

2259 IN; 43 x 8 x 133 x A/S - Cr - 45° - 1 - III

81-2247 IN/EX; 15.25/ x 8 x 57.5 G2 - CC



92-22003 EX; 40.16 x 31 x 9.75; G1; 45°

81-2248 IN/EX; 15.5/ x 8 x 57.5 G2 - CC

92-22004 EX; 40.26 x 31 x 9.75; G1; 45°

92-22001 IN; 45.66 x 36 x 10; G1; 45°



7.02242.05.0 Fuel pump; mechanical

41

100



F 1 L 511 W

1979 → 1983

D

AN 1

825 cm³

2V

11 kW

15 PS

⊗ 19:1

105

F 2 L 511 W

1979 → 1983

D

AN 2

1650 cm³

2V

19-22 kW

26-30 PS

⊗ 19:1

105



2256 EX; 37 x 8 x 133 x A/S - Cr - 45° - 1 - III



KK-8H

22104 IN; 43 x 8 x 133 x A/S - Cr - 30° - 1 - III



81-2246 IN/EX; 15/ x 8 x 57.5 G2 - CC

2259 IN; 43 x 8 x 133 x A/S - Cr - 45° - 1 - III

81-2247 IN/EX; 15.25/ x 8 x 57.5 G2 - CC



92-22003 EX; 40.16 x 31 x 9.75; G1; 45°

81-2248 IN/EX; 15.5/ x 8 x 57.5 G2 - CC

92-22004 EX; 40.26 x 31 x 9.75; G1; 45°

92-22001 IN; 45.66 x 36 x 10; G1; 45°



7.02242.05.0 Fuel pump; mechanical



TRW
EngineComponents

PIERBURG



DEUTZ

42

100



F 2 L 912 D

01.1968 → 12.1986 D AN 2 1884 cm³ 2V 18-25 kW 24-34 PS £ 17:1 H 120

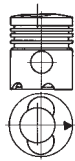


Series D 2506, Series D 2807, Series D 3006, Series D 3607, Series DX 36

D



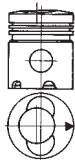
91 395 700



Cyl. Ø: 100; KH: 71.9; BÜ: 5.7; MT: -21.4; MØ: 55; GL: 123.6; piston pin: 35x80; number of piston rings: 4
91 395 710 100,50 / **91 395 720** 101,00

T15 3 CR G3
M 2,5
M 2,5
DSF 5 CR

92 815 600

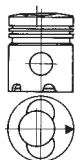


Cyl. Ø: 100; KH: 71.9; BÜ: 5.7; MT: -21.4; MØ: 55; GL: 123.6; piston pin: 35x80; number of piston rings: 3
92 815 610 100,50

T15 2,94 CR G6
M 2,55
DSF 5 CR

→ **80 00126 1 2** ...
3-ring piston, with oil control ring 5 mm

93 535 600



Cyl. Ø: 100; KH: 71.8; BÜ: 5.7; MT: -21.4; MØ: 55; GL: 123.6; piston pin: 35x80; number of piston rings: 3
93 535 610 100,50

T15 2,94 CR G6
M 2,03
DSF 3,5 CR

→ **80 00124 1 0** ...
3-ring piston, with oil control ring 3,5 mm



80 00124 1 0 000

Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M IFU 2.03] [DSF CR 3.5]
80 00124 1 0 050 100,50

80 00125 1 2 000

Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M 2.5] [M 2.5] [DSF CR 5]
80 00125 1 2 050 100,50 / **80 00125 1 2 100** 101,00, Oilring high pressure

80 00126 1 1 050

Cyl. Ø: 100.5; Set: 1; [T15 G3 CR 3] [M IFU 2.55] [DSF CR 5]

80 00126 1 2 000

Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M IFU 2.55] [DSF CR 5], Oilring high pressure



91 395 962

Piston: 91395700; Cylinder liner: 89495110, new version

91 395 971

Piston: 91395700; Cylinder liner: 89005210

92 815 960

Piston: 92815600; Cylinder liner: 89005110

92 815 961

Piston: 92815600; Cylinder liner: 89495110

93 535 960

Piston: 93535600; Cylinder liner: 89005110

93 535 961

Piston: 93535600; Cylinder liner: 89495110, new version

93 535 962

Piston: 93535600; Cylinder liner: 89005210



89 495 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8

89 005 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3

89 005 210

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3



78 043 600

PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A

78 043 620 0,50, With dowel arrest.

78 186 600

PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G

78 186 610 0,25 / **78 186 620** 0,50 / **78 186 630** 0,75 / **78 186 640** 1,00 / **78 186 650** 1,25

78 640 600

PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A

78 640 620 0,50

77 511 600

SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B

87 339 600

SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B

87 751 600

SET HL STD Ø 61.990 / 67.000 / 30.000 / 2.480 St/B/G; HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G



50 009 127

Length: 216; counterbore: 64; piston pin: 35; conrod parallel



50 003 079

- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm

50 003 091

- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm, for heat detector



2293

EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III



22165

EX; 37 x 8 x 133 x A/S - Cr - 45° - 22 - III

2282

IN; 43 x 8 x 133 x S - - 45° - 1 - III

22306

IN; 45 x 8 x 133 x S - - 45° - 22 - III



92-22003

EX; 40.16 x 31 x 9.75; G1; 45°

92-22004

EX; 40.26 x 31 x 9.75; G1; 45°

92-22001

IN; 45.66 x 36 x 10; G1; 45°



KK-8H

MK-8H



81-2246

IN/EX; 15/ x 8 x 57.5 G2 - CC

81-2247

IN/EX; 15.25/ x 8 x 57.5 G2 - CC

81-2248

IN/EX; 15.5/ x 8 x 57.5 G2 - CC



7.02242.00.0

Fuel pump; mechanical



43

100



F 2 L 912 W

1972 → 1980

D AN 2

1884 cm³

2V

19-25 kW

26-34 PS

ε 19:1

120



92 834 600

Cyl. Ø: 100; KH: 72.07; BÜ: 5.23; MT: -2.07; GL: 123.3; piston pin: 35x80; number of piston rings: 4



92 834 610 100,50
T15 3 CR G3
M 2,5
M 2,5
DSF 5 CR
→ 80 00125 1 2 ...



80 00125 1 2 000

Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M 2.5] [M 2.5] [DSF CR 5]
80 00125 1 2 050 100,50 / 80 00125 1 2 100 101,00, Oilring high pressure



92 834 961

Piston: 92834600; Cylinder liner: 89005110



92 834 962

Piston: 92834600; Cylinder liner: 89495110, new version



89 495 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8



89 005 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3



78 043 600

PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A

78 043 620 0,50, With dowel arrest.



78 186 600

PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G

78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00 / 78 186 650 1,25



78 640 600

PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A

78 640 620 0,50



77 511 600

SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B



87 339 600

SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B



87 751 600

SET HL STD Ø 61.990 / 67.000 / 30.000 / 2.480 St/B/G; HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G



50 009 127

Length: 216; counterbore: 64; piston pin: 35; conrod parallel



2293

EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III



22165

EX; 37 x 8 x 133 x A/S - Cr - 45° - 22 - III



2282

IN; 43 x 8 x 133 x S - - 45° - 1 - III



22306

IN; 45 x 8 x 133 x S - - 45° - 22 - III



92-22003

EX; 40.16 x 31 x 9.75; G1; 45°



92-22004

EX; 40.26 x 31 x 9.75; G1; 45°



92-22001

IN; 45.66 x 36 x 10; G1; 45°



KK-8H



MK-8H



81-2246

IN/EX; 15/ x 8 x 57.5 G2 - CC

81-2247

IN/EX; 15.25/ x 8 x 57.5 G2 - CC

81-2248

IN/EX; 15.5/ x 8 x 57.5 G2 - CC

44

100



F 3 L 912 D

01.1965 →

D AN 3

2826 cm³

2V

26-44 kW

35-60 PS

ε 17:1

120



AgroCompact 3.30, Intrac 2002, Series D 4006, Series D 4007, Series D 4206, Series D 4505, Series D 4506, Series D 4507, Series D 4807, Series D 5006, Series D 5206, Series D 5207, Series D 5506, Series D 6006, Series D 6007, Series D 6206, Series D 6207, Series DX 3.10, Series DX 3.30, Series DX 3.50, Series DX 3.80, Series DX 3.90, Series DX 4.30, Series DX 4.31, Series DX 50, Series DX 55, Series M 3330, Series M 600, Series M 660, Series M 750, Series M 770, Series M 88



91 395 700

Cyl. Ø: 100; KH: 71.9; BÜ: 5.7; MT: -21.4; MØ: 55; GL: 123.6; piston pin: 35x80; number of piston rings: 4



91 395 710 100,50 / 91 395 720 101,00

T15 3 CR G3
M 2,5
M 2,5
DSF 5 CR



92 815 600

Cyl. Ø: 100; KH: 71.9; BÜ: 5.7; MT: -21.4; MØ: 55; GL: 123.6; piston pin: 35x80; number of piston rings: 3



92 815 610 100,50

T15 2,94 CR G6
M 2,55
DSF 5 CR



→ 80 00126 1 2 ...

3-ring piston, with oil control ring 5 mm



93 535 600

Cyl. Ø: 100; KH: 71.8; BÜ: 5.7; MT: -21.4; MØ: 55; GL: 123.6; piston pin: 35x80; number of piston rings: 3



93 535 610 100,50

T15 2,94 CR G6
M 2,03
DSF 3,5 CR



→ 80 00124 1 0 ...

3-ring piston, with oil control ring 3,5 mm

cont...



TRW
EngineComponents

PIERBURG



DEUTZ

	80 00124 1 0 000	Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M IFU 2.03] [DSF CR 3.5] 80 00124 1 0 050 100,50
	80 00125 1 2 000	Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M 2.5] [M 2.5] [DSF CR 5] 80 00125 1 2 050 100,50 / 80 00125 1 2 100 101,00, Oilring high pressure
	80 00126 1 1 050	Cyl. Ø: 100.5; Set: 1; [T15 G3 CR 3] [M IFU 2.55] [DSF CR 5]
	80 00126 1 2 000	Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M IFU 2.55] [DSF CR 5], Oilring high pressure
	91 395 962	Piston: 91395700; Cylinder liner: 89495110, new version
	91 395 971	Piston: 91395700; Cylinder liner: 89005210
	92 815 960	Piston: 92815600; Cylinder liner: 89005110
	92 815 961	Piston: 92815600; Cylinder liner: 89495110
	93 535 960	Piston: 93535600; Cylinder liner: 89005110
	93 535 961	Piston: 93535600; Cylinder liner: 89495110, new version
	93 535 962	Piston: 93535600; Cylinder liner: 89005210
	89 495 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8, 10.1996→
	89 005 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3, →09.1996
	89 005 210	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3
	73 419 600	NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B
	78 042 600	PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50
	78 186 600	PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00 / 78 186 650 1,25
	78 228 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.
	78 628 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 628 610 0,25 / 78 628 620 0,50
	77 851 600	SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B
	87 338 600	SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B
	50 009 127	Length: 216; counterbore: 64; piston pin: 35; conrod parallel
	50 003 079	- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm
	50 003 091	- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm, for heat detector
	2293	EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III
	22165	EX; 37 x 8 x 133 x A/S - Cr - 45° - 22 - III
	22199	IN; 43 x 8 x 133 x A/S - Cr - 45° - 22 - III
	2282	IN; 43 x 8 x 133 x S - - 45° - 1 - III
	22306	IN; 45 x 8 x 133 x S - - 45° - 22 - III
	92-22003	EX; 40.16 x 31 x 9.75; G1; 45°
	92-22004	EX; 40.26 x 31 x 9.75; G1; 45°
	92-22001	IN; 45.66 x 36 x 10; G1; 45°
	50 005 366	
	7.02242.00.0	Fuel pump; mechanical

	KK-8H	
	MK-8H	
	81-2246	IN/EX; 15/ x 8 x 57.5 G2 - CC
	81-2247	IN/EX; 15.25/ x 8 x 57.5 G2 - CC
	81-2248	IN/EX; 15.5/ x 8 x 57.5 G2 - CC

45		100									
	F 3 L 912 W	1972→1997	D	AN 3	2826 cm³	2V	25-37 kW	34-50 PS	£ 19:1		120
	92 834 600	Cyl. Ø: 100; KH: 72.07; BÜ: 5.23; MT: -2.07; GL: 123.3; piston pin: 35x80; number of piston rings: 4									
	92 834 610	100,50									
		T15 3 CR G3									
		M 2,5									
		M 2,5									
		DSF 5 CR									
		→ 80 00125 1 2 ...									
	80 00125 1 2 000	Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M 2.5] [M 2.5] [DSF CR 5] 80 00125 1 2 050 100,50 / 80 00125 1 2 100 101,00, Oilring high pressure									
	92 834 961	Piston: 92834600; Cylinder liner: 89005110									
	92 834 962	Piston: 92834600; Cylinder liner: 89495110, new version									
	89 495 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8, 10.1996→									
	89 005 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3, →09.1996									
	73 419 600	NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B									
	78 042 600	PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50									
	78 186 600	PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00 / 78 186 650 1,25									

cont...



TRW
EngineComponents



DEUTZ

- 78 228 600** PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A
78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.
- 78 628 600** PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A
78 628 610 0,25 / 78 628 620 0,50
- 77 851 600** SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B
- 87 338 600** SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B



50 009 127 Length: 216; counterbore: 64; piston pin: 35; conrod parallel



- 2293** EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III
- 22165** EX; 37 x 8 x 133 x A/S - Cr - 45° - 22 - III
- 22199** IN; 43 x 8 x 133 x A/S - Cr - 45° - 22 - III
- 2282** IN; 43 x 8 x 133 x S - - 45° - 1 - III
- 22306** IN; 45 x 8 x 133 x S - - 45° - 22 - III



KK-8H
MK-8H



- 81-2246** IN/EX; 15/ x 8 x 57.5 G2 - CC
- 81-2247** IN/EX; 15.25/ x 8 x 57.5 G2 - CC
- 81-2248** IN/EX; 15.5/ x 8 x 57.5 G2 - CC



- 92-22003** EX; 40.16 x 31 x 9.75; G1; 45°
- 92-22004** EX; 40.26 x 31 x 9.75; G1; 45°
- 92-22001** IN; 45.66 x 36 x 10; G1; 45°



50 005 366

46

100



F 4 L 912 D

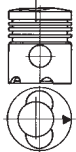
D AN 4 3770 cm³ 2V 19-59 kW 20-80 PS 120



AgroCompact 3.70, AgroXtra DX 4.07, Intrac 2003, Intrac 2004, Series D 5506, Series D 6006, Series D 6206, Series D 6207, Series D 6507, Series D 6806, Series D 6807, Series D 6907, Series D 7006, Series D 7007, Series D 7206, Series D 7207, Series D 7807, Series DX 3.60, Series DX 3.65, Series DX 3.70, Series DX 3.80, Series DX 3.90, Series DX 4.10, Series DX 4.17, Series M 1000, Series M 3360, Series M 3370, Series M 66, Series M 750, Series M 770, Series M 80, Series M 88, Series M 900, Series M 922, Series M 980



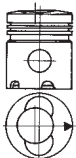
91 395 700 Cyl. Ø: 100; KH: 71.9; BÜ: 5.7; MT: -21.4; MØ: 55; GL: 123.6; piston pin: 35x80; number of piston rings: 4
91 395 710 100,50 / 91 395 720 101,00



- T15 3 CR G3
- M 2,5
- M 2,5
- DSF 5 CR

92 815 600

Cyl. Ø: 100; KH: 71.9; BÜ: 5.7; MT: -21.4; MØ: 55; GL: 123.6; piston pin: 35x80; number of piston rings: 3

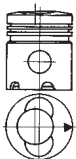


- 92 815 610 100,50**
- T15 2,94 CR G6
- M 2,55
- DSF 5 CR

→ **80 00126 1 2 ...**
3-ring piston, with oil control ring 5 mm

93 535 600

Cyl. Ø: 100; KH: 71.8; BÜ: 5.7; MT: -21.4; MØ: 55; GL: 123.6; piston pin: 35x80; number of piston rings: 3

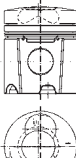


- 93 535 610 100,50**
- T15 2,94 CR G6
- M 2,03
- DSF 3,5 CR

→ **80 00124 1 0 ...**
3-ring piston, with oil control ring 3,5 mm

94 528 600

Cyl. Ø: 100; KH: 71.8; BÜ: 5.8; MT: -22; MØ: 46; GL: 123.6; piston pin: 35x80; number of piston rings: X

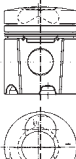


- T15 2,94 CR G6
- DSF 3 CR
- M 2 G3

→ **80 00346 1 0 ...**

94 653 600

Cyl. Ø: 100; KH: 71.8; BÜ: 5.8; MT: -21.4; MØ: 45; GL: 123.6; piston pin: 35x80; number of piston rings: 3



- T15 2,94 CR G6
- M 2 G3
- DSF 3 CR

→ **80 00346 1 0 ...**

1997→



80 00124 1 0 000 Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M IFU 2.03] [DSF CR 3.5]
80 00124 1 0 050 100,50

80 00125 1 2 000 Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M 2.5] [M 2.5] [DSF CR 5]
80 00125 1 2 050 100,50 / 80 00125 1 2 100 101,00, Oilring high pressure

cont...



TRW
EngineComponents

PIERBURG



DEUTZ

D

	80 00126 1 1 050	Cyl. Ø: 100.5; Set: 1; [T15 G3 CR 3] [M IFU 2.55] [DSF CR 5]	
	80 00126 1 2 000	Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M IFU 2.55] [DSF CR 5], Oilring high pressure	
	80 00346 1 0 000	Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M G3 IFU 2] [DSF CR 3]	
	91 395 962	Piston: 91395700; Cylinder liner: 89495110, new version	
	91 395 971	Piston: 91395700; Cylinder liner: 89005210	
	92 815 960	Piston: 92815600; Cylinder liner: 89005110	
	92 815 961	Piston: 92815600; Cylinder liner: 89495110	
	93 535 960	Piston: 93535600; Cylinder liner: 89005110	
	93 535 961	Piston: 93535600; Cylinder liner: 89495110, new version	
	93 535 962	Piston: 93535600; Cylinder liner: 89005210	
	94 528 960	Piston: 94528600; Cylinder liner: 89495110	
	94 653 960	Piston: 94653600; Cylinder liner: 89495110	
	89 495 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8	
	89 005 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3, →09.1996	
	89 005 210	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3	
	73 419 600	NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B	
	78 042 600	PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G	
	78 186 600	PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G	
	78 228 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A	
	78 628 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A	
	77 852 600	SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B	
	87 337 600	SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B	
	87 776 600	SET PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G	
	87 878 600	SET HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G	
	50 009 127	Length: 216; counterbore: 64; piston pin: 35; conrod parallel	
	50 009 251	With gear for balancing unit	
	50 009 253	With gear for balancing unit	
	50 003 079	- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm	
	50 003 091	- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm, for heat detector	
	2293	EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III	KK-8H MK-8H 81-2246 IN/EX; 15/ x 8 x 57.5 G2 - CC 81-2247 IN/EX; 15.25/ x 8 x 57.5 G2 - CC 81-2248 IN/EX; 15.5/ x 8 x 57.5 G2 - CC
	22165	EX; 37 x 8 x 133 x A/S - Cr - 45° - 22 - III	
	22199	IN; 43 x 8 x 133 x A/S - Cr - 45° - 22 - III	
	2282	IN; 43 x 8 x 133 x S - - 45° - 1 - III	
	22306	IN; 45 x 8 x 133 x S - - 45° - 22 - III	
	92-22003	EX; 40.16 x 31 x 9.75; G1; 45°	
	92-22004	EX; 40.26 x 31 x 9.75; G1; 45°	
	92-22001	IN; 45.66 x 36 x 10; G1; 45°	
	50 006 367	CAM	
	50 005 366		
	7.02242.00.0	Fuel pump; mechanical	
47	100		
	F 4 L 912 H	08.1978 → 05.1980	D AN 4 3770 cm³ 2V 44 kW 60 PS £ 17:1 120
	Intrac 2003		
	50 009 127	Length: 216; counterbore: 64; piston pin: 35; conrod parallel	
	2293	EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III	KK-8H MK-8H 81-2246 IN/EX; 15/ x 8 x 57.5 G2 - CC 81-2247 IN/EX; 15.25/ x 8 x 57.5 G2 - CC 81-2248 IN/EX; 15.5/ x 8 x 57.5 G2 - CC
	22165	EX; 37 x 8 x 133 x A/S - Cr - 45° - 22 - III	
	22199	IN; 43 x 8 x 133 x A/S - Cr - 45° - 22 - III	
	2282	IN; 43 x 8 x 133 x S - - 45° - 1 - III	
	22306	IN; 45 x 8 x 133 x S - - 45° - 22 - III	
	50 006 367	CAM	
	7.02242.00.0	Fuel pump; mechanical	



48

100



F 4 L 912 W

11.1967 → 12.1975

D AN 4

3770 cm³

2V

38-49 kW

52-67 PS

ε 19:1

120



92 834 600

Cyl. Ø: 100; KH: 72.07; BÜ: 5.23; MT: -2.07; GL: 123.3; piston pin: 35x80; number of piston rings: 4

92 834 610 100,50

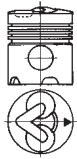
T15 3 CR G3

M 2,5

M 2,5

DSF 5 CR

→ 80 00125 1 2 ...



80 00125 1 2 000

Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M 2.5] [M 2.5] [DSF CR 5]

80 00125 1 2 050 100,50 / 80 00125 1 2 100 101,00, Oilring high pressure



92 834 961

Piston: 92834600; Cylinder liner: 89005110



92 834 962

Piston: 92834600; Cylinder liner: 89495110, new version



89 495 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8



89 005 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3



73 419 600

NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B



78 042 600

PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G

78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50



78 186 600

PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G

78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00



78 228 600

PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A

78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.



78 628 600

PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A

78 628 610 0,25 / 78 628 620 0,50



77 852 600

SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B



87 337 600

SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B



87 776 600

SET PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G

87 776 610 0,25 / 87 776 620 0,50 / 87 776 630 0,75 / 87 776 640 1,00



87 878 600

SET HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G

87 878 610 0,25 / 87 878 620 0,50 / 87 878 630 0,75 / 87 878 640 1,00 / 87 878 650 1,25 / 87 878 660 1,50



50 009 127

Length: 216; counterbore: 64; piston pin: 35; conrod parallel



50 009 251

With gear for balancing unit



50 009 253



2293

EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III



22165

EX; 37 x 8 x 133 x A/S - Cr - 45° - 22 - III



2282

IN; 43 x 8 x 133 x S - - 45° - 1 - III



22306

IN; 45 x 8 x 133 x S - - 45° - 22 - III



92-22003

EX; 40.16 x 31 x 9.75; G1; 45°



92-22004

EX; 40.26 x 31 x 9.75; G1; 45°



92-22001

IN; 45.66 x 36 x 10; G1; 45°



50 006 367

CAM



50 005 366



KK-8H



MK-8H



81-2246

IN/EX; 15/ x 8 x 57.5 G2 - CC

81-2247

IN/EX; 15.25/ x 8 x 57.5 G2 - CC

81-2248

IN/EX; 15.5/ x 8 x 57.5 G2 - CC

49

100



F 5 L 912 D

01.1968 →

D AN 5

4712 cm³

2V

40-78 kW

54-106 PS

ε 17:1

120



Intrac 2005, Series D 8006, Series DX 85, Series DX 90, Series M 1002, Series M 1080, Series M 1202, Series M 2385, Series M 3360, Series M 980



91 395 700

Cyl. Ø: 100; KH: 71.9; BÜ: 5.7; MT: -21.4; MØ: 55; GL: 123.6; piston pin: 35x80; number of piston rings: 4

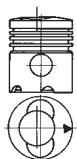
91 395 710 100,50 / 91 395 720 101,00

T15 3 CR G3

M 2,5

M 2,5

DSF 5 CR



92 815 600

Cyl. Ø: 100; KH: 71.9; BÜ: 5.7; MT: -21.4; MØ: 55; GL: 123.6; piston pin: 35x80; number of piston rings: 3

92 815 610 100,50

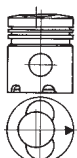
T15 2,94 CR G6

M 2,55

DSF 5 CR

→ 80 00126 1 2 ...

3-ring piston, with oil control ring 5 mm



cont...



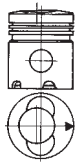
TRW
EngineComponents

PIERBURG



DEUTZ

93 535 600



Cyl. Ø: 100; KH: 71.8; BÜ: 5.7; MT: -21.4; MØ: 55; GL: 123.6; piston pin: 35x80; number of piston rings: 3
93 535 610 100,50
 T15 2,94 CR G6
 M 2,03
 DSF 3,5 CR
 → **80 00124 1 0 ...**
 3-ring piston, with oil control ring 3,5 mm



80 00124 1 0 000

Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M IFU 2.03] [DSF CR 3.5]
80 00124 1 0 050 100,50

80 00125 1 2 000

Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M 2.5] [M 2.5] [DSF CR 5]
80 00125 1 2 050 100,50 / **80 00125 1 2 100** 101,00, Oilring high pressure

80 00126 1 1 050

Cyl. Ø: 100.5; Set: 1; [T15 G3 CR 3] [M IFU 2.55] [DSF CR 5]

80 00126 1 2 000

Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M IFU 2.55] [DSF CR 5], Oilring high pressure



91 395 962

Piston: 91395700; Cylinder liner: 89495110, new version

91 395 971

Piston: 91395700; Cylinder liner: 89005210

92 815 960

Piston: 92815600; Cylinder liner: 89005110

92 815 961

Piston: 92815600; Cylinder liner: 89495110

93 535 960

Piston: 93535600; Cylinder liner: 89005110

93 535 961

Piston: 93535600; Cylinder liner: 89495110, new version

93 535 962

Piston: 93535600; Cylinder liner: 89005210



89 495 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8, 10.1996→

89 005 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3, →09.1996

89 005 210

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3



73 419 600

NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B

78 042 600

PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G
78 042 610 0,25 / **78 042 620** 0,50 / **78 042 630** 0,75 / **78 042 640** 1,00 / **78 042 650** 1,25 / **78 042 660** 1,50

78 186 600

PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G
78 186 610 0,25 / **78 186 620** 0,50 / **78 186 630** 0,75 / **78 186 640** 1,00 / **78 186 650** 1,25

78 228 600

PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A
78 228 610 0,25 / **78 228 620** 0,50, With dowel arrest.

78 628 600

PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A
78 628 610 0,25 / **78 628 620** 0,50

77 853 600

SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B

87 336 600

SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B



50 009 127

Length: 216; counterbore: 64; piston pin: 35; conrod parallel



50 003 079

- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm

50 003 091

- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm, for heat detector



2293

EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III

22165

EX; 37 x 8 x 133 x A/S - Cr - 45° - 22 - III

22199

IN; 43 x 8 x 133 x A/S - Cr - 45° - 22 - III

2282

IN; 43 x 8 x 133 x S - - 45° - 1 - III

22306

IN; 45 x 8 x 133 x S - - 45° - 22 - III



KK-8H

MK-8H



81-2246

IN/EX; 15/ x 8 x 57.5 G2 - CC

81-2247

IN/EX; 15.25/ x 8 x 57.5 G2 - CC

81-2248

IN/EX; 15.5/ x 8 x 57.5 G2 - CC



92-22003

EX; 40.16 x 31 x 9.75; G1; 45°

92-22004

EX; 40.26 x 31 x 9.75; G1; 45°

92-22001

IN; 45.66 x 36 x 10; G1; 45°



50 005 367



7.02242.00.0

Fuel pump; mechanical

50



100



F 5 L 912 W

1972→1997

D AN 5

4712 cm³

2V

48-61 kW

65-83 PS

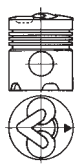
£ 19:1

120



92 834 600

Cyl. Ø: 100; KH: 72.07; BÜ: 5.23; MT: -2.07; GL: 123.3; piston pin: 35x80; number of piston rings: 4



92 834 610 100,50
 T15 3 CR G3
 M 2,5
 M 2,5
 DSF 5 CR
 → **80 00125 1 2 ...**



80 00125 1 2 000

Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M 2.5] [M 2.5] [DSF CR 5]
80 00125 1 2 050 100,50 / **80 00125 1 2 100** 101,00, Oilring high pressure



92 834 961

Piston: 92834600; Cylinder liner: 89005110

92 834 962

Piston: 92834600; Cylinder liner: 89495110, new version

cont...



TRW
EngineComponents



DEUTZ

	89 495 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8, 10.1996→
	89 005 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3, →09.1996
	73 419 600	NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B
	78 042 600	PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50
	78 186 600	PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00 / 78 186 650 1,25
	78 228 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.
	78 628 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 628 610 0,25 / 78 628 620 0,50
	77 853 600	SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B
	87 336 600	SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B
	50 009 127	Length: 216; counterbore: 64; piston pin: 35; conrod parallel
	2293	EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III
	22165	EX; 37 x 8 x 133 x A/S - Cr - 45° - 22 - III
	22199	IN; 43 x 8 x 133 x A/S - Cr - 45° - 22 - III
	2282	IN; 43 x 8 x 133 x S - - 45° - 1 - III
	22306	IN; 45 x 8 x 133 x S - - 45° - 22 - III
	92-22003	EX; 40.16 x 31 x 9.75; G1; 45°
	92-22004	EX; 40.26 x 31 x 9.75; G1; 45°
	92-22001	IN; 45.66 x 36 x 10; G1; 45°
	50 005 367	

	KK-8H	
	MK-8H	
	81-2246	IN/EX; 15/ x 8 x 57.5 G2 - CC
	81-2247	IN/EX; 15.25/ x 8 x 57.5 G2 - CC
	81-2248	IN/EX; 15.5/ x 8 x 57.5 G2 - CC

51 **100**

F 6 L 912 D D AN 6 5655 cm³ 2V 42-92 kW 57-125 PS 120

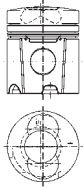
Actor 5510, AgroPrima 6.06, AgroStar 6.11, AgroXtra DX 6.07, Intrac 2005, Intrac 6.05, Series D 10006, Series D 13006, Series D 16006, Series D 7506, Series D 8006, Series D 9006, Series D 9009, Series DX 110, Series DX 6.05, Series DX 6.06, Series DX 6.10, Series M 1000, Series M 1102, Series M 1200, Series M 1202, Series M 1250, Series M 1300, Series M 2385, Series M 2480, Series M 2580, Series M 2680, Series M 4030

	91 395 700	Cyl. Ø: 100; KH: 71.9; BÜ: 5.7; MT: -21.4; MØ: 55; GL: 123.6; piston pin: 35x80; number of piston rings: 4 91 395 710 100,50 / 91 395 720 101,00
		T15 3 CR G3 M 2,5 M 2,5 DSF 5 CR
	92 815 600	Cyl. Ø: 100; KH: 71.9; BÜ: 5.7; MT: -21.4; MØ: 55; GL: 123.6; piston pin: 35x80; number of piston rings: 3 92 815 610 100,50
		T15 2,94 CR G6 M 2,55 DSF 5 CR → 80 00126 1 2 ... 3-ring piston, with oil control ring 5 mm
	93 535 600	Cyl. Ø: 100; KH: 71.8; BÜ: 5.7; MT: -21.4; MØ: 55; GL: 123.6; piston pin: 35x80; number of piston rings: 3 93 535 610 100,50
		T15 2,94 CR G6 M 2,03 DSF 3,5 CR → 80 00124 1 0 ... 3-ring piston, with oil control ring 3,5 mm
	94 528 600	Cyl. Ø: 100; KH: 71.8; BÜ: 5.8; MT: -22; MØ: 46; GL: 123.6; piston pin: 35x80; number of piston rings: X
		T15 2,94 CR G6 DSF 3 CR M 2 G3 → 80 00346 1 0 ...

cont...



94 653 600



Cyl. Ø: 100; KH: 71.8; BÜ: 5.8; MT: -21.4; MØ: 45; GL: 123.6; piston pin: 35x80; number of piston rings: 3
 T15 2,94 CR G6
 M 2 G3
 DSF 3 CR
 → 80 00346 1 0 ...
 1997→

D



80 00124 1 0 000

Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M IFU 2.03] [DSF CR 3.5]
 80 00124 1 0 050 100,50

80 00125 1 2 000

Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M 2.5] [M 2.5] [DSF CR 5]
 80 00125 1 2 050 100,50 / 80 00125 1 2 100 101,00, Oilring high pressure

80 00126 1 1 050

Cyl. Ø: 100.5; Set: 1; [T15 G3 CR 3] [M IFU 2.55] [DSF CR 5]

80 00126 1 2 000

Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M IFU 2.55] [DSF CR 5], Oilring high pressure

80 00346 1 0 000

Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M G3 IFU 2] [DSF CR 3]



91 395 962

Piston: 91395700; Cylinder liner: 89495110, new version

91 395 971

Piston: 91395700; Cylinder liner: 89005210

92 815 960

Piston: 92815600; Cylinder liner: 89005110

92 815 961

Piston: 92815600; Cylinder liner: 89495110

93 535 960

Piston: 93535600; Cylinder liner: 89005110

93 535 961

Piston: 93535600; Cylinder liner: 89495110, new version

93 535 962

Piston: 93535600; Cylinder liner: 89005210

94 528 960

Piston: 94528600; Cylinder liner: 89495110

94 653 960

Piston: 94653600; Cylinder liner: 89495110



89 495 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8

89 005 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3, →09.1996

89 005 210

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3



73 419 600

NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B

78 042 600

PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G
 78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50

78 186 600

PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G
 78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00 / 78 186 650 1,25

78 228 600

PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A
 78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.

78 628 600

PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A
 78 628 610 0,25 / 78 628 620 0,50

77 854 600

SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B

87 335 600

SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B

87 775 600

SET PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G
 87 775 610 0,25 / 87 775 620 0,50 / 87 775 630 0,75 / 87 775 640 1,00 / 87 775 650 1,25

87 877 600

SET HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G
 87 877 610 0,25 / 87 877 620 0,50 / 87 877 630 0,75 / 87 877 640 1,00 / 87 877 650 1,25 / 87 877 660 1,50



50 009 127

Length: 216; counterbore: 64; piston pin: 35; conrod parallel



50 009 252



50 003 079

- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm

50 003 091

- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm, for heat detector



2293

EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III

22165

EX; 37 x 8 x 133 x A/S - Cr - 45° - 22 - III

22199

IN; 43 x 8 x 133 x A/S - Cr - 45° - 22 - III

2282

IN; 43 x 8 x 133 x S - - 45° - 1 - III

22306

IN; 45 x 8 x 133 x S - - 45° - 22 - III



KK-8H

MK-8H



81-2246

IN/EX; 15/ x 8 x 57.5 G2 - CC

81-2247

IN/EX; 15.25/ x 8 x 57.5 G2 - CC

81-2248

IN/EX; 15.5/ x 8 x 57.5 G2 - CC



92-22003

EX; 40.16 x 31 x 9.75; G1; 45°

92-22004

EX; 40.26 x 31 x 9.75; G1; 45°

92-22001

IN; 45.66 x 36 x 10; G1; 45°



50 005 367



7.02242.00.0

Fuel pump; mechanical

52



100



F 6 L 912 W

1972→1997

D AN 6

5655 cm³

2V 57-74 kW

77-100 PS

£ 19:1

120





























TRW
EngineComponents

PIERBURG









DEUTZ

	92 834 600	Cyl. Ø: 100; KH: 72.07; BÜ: 5.23; MT: -2.07; GL: 123.3; piston pin: 35x80; number of piston rings: 4
	92 834 610	100,50
		T15 3 CR G3 M 2,5 M 2,5 DSF 5 CR → 80 00125 1 2 ...
	80 00125 1 2 000	Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M 2.5] [M 2.5] [DSF CR 5] 80 00125 1 2 050 100,50 / 80 00125 1 2 100 101,00, Oilring high pressure
	92 834 961	Piston: 92834600; Cylinder liner: 89005110
	92 834 962	Piston: 92834600; Cylinder liner: 89495110, new version
	89 495 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8, 10.1996→
	89 005 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3, →09.1996
	73 419 600	NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B
	78 042 600	PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50
	78 186 600	PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00 / 78 186 650 1,25
	78 228 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.
	78 628 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 628 610 0,25 / 78 628 620 0,50
	77 854 600	SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B
	87 335 600	SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B
	87 775 600	SET PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 87 775 610 0,25 / 87 775 620 0,50 / 87 775 630 0,75 / 87 775 640 1,00 / 87 775 650 1,25
	87 877 600	SET HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 87 877 610 0,25 / 87 877 620 0,50 / 87 877 630 0,75 / 87 877 640 1,00 / 87 877 650 1,25 / 87 877 660 1,50
	50 009 127	Length: 216; counterbore: 64; piston pin: 35; conrod parallel
	50 009 252	
	2293	EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III
	22165	EX; 37 x 8 x 133 x A/S - Cr - 45° - 22 - III
	22199	IN; 43 x 8 x 133 x A/S - Cr - 45° - 22 - III
	2282	IN; 43 x 8 x 133 x S - - 45° - 1 - III
	22306	IN; 45 x 8 x 133 x S - - 45° - 22 - III
	92-22003	EX; 40.16 x 31 x 9.75; G1; 45°
	92-22004	EX; 40.26 x 31 x 9.75; G1; 45°
	92-22001	IN; 45.66 x 36 x 10; G1; 45°
	50 005 367	

	KK-8H	
	MK-8H	
	81-2246	IN/EX; 15/ x 8 x 57.5 G2 - CC
	81-2247	IN/EX; 15.25/ x 8 x 57.5 G2 - CC
	81-2248	IN/EX; 15.5/ x 8 x 57.5 G2 - CC

53		101	BF 4 M 2012 Euro 2	06.2001 →	D LA 4	4038 cm ³	2V	74-93 kW	101-126 PS	 126
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	40 289 600	Cyl. Ø: 101; KH: 50.6; MT: -18; MØ: 61; GL: 86.1; piston pin: 38x76; number of piston rings: 3
	40 289 610	101,50
		RTK T15 2,5 CK G6 M 2 G3 DSF 3 CR → 80 00573 1 0 ...
	80 00573 1 0 000	Cyl. Ø: 101; Set: 1; [T15 G6 IW CK 2.5] [M G3 IFU 2] [DSF CR 3] 80 00573 1 0 050 101,50
	78 935 600	PAIR HL STD Ø 84.000 / 89.000 / 25.200 / 2.485 St/A 78 935 610 0,25 / 78 935 620 0,50
	79 262 600	PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G1 79 262 610 0,25 / 79 262 620 0,50
	79 285 600	PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/S; PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G, The upper shell is marked with 'SPUTTER'.
	79 314 600	PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/S; PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G1, The upper shell is marked with 'SPUTTER'.
	79 315 600	PAIR HL STD Ø 84.000 / 89.000 / 22.800 / 2.485 St/A
	79 355 600	PAIR AS STD Ø 91.700 / 113.750 // 2.050 St/A

cont...



TRW
EngineComponents

PIERBURG


DEUTZ

- 79 356 600 PAIR AS STD Ø 93.700 / 113.750 // 2.050 St/A
- 77 606 600 SET NW-L STD Ø 59.950 / 64.000 / 24.000 / 2.000 St/B; NW-L STD Ø 59.950 / 64.000 / 18.000 / 2.000 St/B
- 77 828 690 SET PL-B SEMI Ø 38.000 / 41.000 / 35.300 / St/B
- 77 831 600 SET NW-L STD Ø 62.950 / 67.000 / 18.000 / 2.000 St/B; NW-L STD Ø 62.950 / 67.000 / 24.000 / 2.000 St/B



- 22305 EX; 36 x 8 x 119.4 x A/S - Cr - 45° - 22 - III
- 22302 IN; 41.7 x 8 x 119.3 x S - Cr - 30° - 22 - III



- MK-8H**
-  **92-22006** EX; 43.059 x 35 x 7.9; G1; 45°
- 92-22005** IN; 49.08 x 39 x 7.5; G1; 30°

D

54

 **101**



BF 4 M 2012 B Euro 3

09.2003→

D LA 4

4038 cm³

2V 52 kW

71 PS

 126



Agrottron 80



- 78 935 600 PAIR HL STD Ø 84.000 / 89.000 / 25.200 / 2.485 St/A
78 935 610 0,25 / 78 935 620 0,50
- 79 262 600 PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G1
79 262 610 0,25 / 79 262 620 0,50
- 79 285 600 PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/S; PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G, The upper shell is marked with 'SPUTTER'.
- 79 314 600 PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/S; PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G1, The upper shell is marked with 'SPUTTER'.
- 79 315 600 PAIR HL STD Ø 84.000 / 89.000 / 22.800 / 2.485 St/A
- 79 355 600 PAIR AS STD Ø 91.700 / 113.750 // 2.050 St/A
- 79 356 600 PAIR AS STD Ø 93.700 / 113.750 // 2.050 St/A
- 77 606 600 SET NW-L STD Ø 59.950 / 64.000 / 24.000 / 2.000 St/B; NW-L STD Ø 59.950 / 64.000 / 18.000 / 2.000 St/B
- 77 828 690 SET PL-B SEMI Ø 38.000 / 41.000 / 35.300 / St/B
- 77 831 600 SET NW-L STD Ø 62.950 / 67.000 / 18.000 / 2.000 St/B; NW-L STD Ø 62.950 / 67.000 / 24.000 / 2.000 St/B




- 22305 EX; 36 x 8 x 119.4 x A/S - Cr - 45° - 22 - III
- 22302 IN; 41.7 x 8 x 119.3 x S - Cr - 30° - 22 - III



MK-8H

55

 **101**



BF 4 M 2012 C Euro 2

D LA 4

4038 cm³

2V 56-155 kW

76-208 PS

 126



Agrofarm 100, Agrofarm 85, Agrottron 100, Agrottron 105, Agrottron 110, Agrottron 120, Agrottron 90



- 40 289 600 Cyl. Ø: 101; KH: 50.6; MT: -18; MØ: 61; GL: 86.1; piston pin: 38x76; number of piston rings: 3
40 289 610 101,50
- RTK
- T15 2,5 CK G6
- M 2 G3
- DSF 3 CR
- **80 00573 1 0 ...**



- 80 00573 1 0 000 Cyl. Ø: 101; Set: 1; [T15 G6 IW CK 2.5] [M G3 IFU 2] [DSF CR 3]
80 00573 1 0 050 101,50



- 78 935 600 PAIR HL STD Ø 84.000 / 89.000 / 25.200 / 2.485 St/A
78 935 610 0,25 / 78 935 620 0,50
- 79 262 600 PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G1
79 262 610 0,25 / 79 262 620 0,50
- 79 285 600 PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/S; PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G, The upper shell is marked with 'SPUTTER'.
- 79 314 600 PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/S; PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G1, The upper shell is marked with 'SPUTTER'.
- 79 315 600 PAIR HL STD Ø 84.000 / 89.000 / 22.800 / 2.485 St/A
- 79 355 600 PAIR AS STD Ø 91.700 / 113.750 // 2.050 St/A
- 79 356 600 PAIR AS STD Ø 93.700 / 113.750 // 2.050 St/A
- 77 606 600 SET NW-L STD Ø 59.950 / 64.000 / 24.000 / 2.000 St/B; NW-L STD Ø 59.950 / 64.000 / 18.000 / 2.000 St/B
- 77 828 690 SET PL-B SEMI Ø 38.000 / 41.000 / 35.300 / St/B
- 77 831 600 SET NW-L STD Ø 62.950 / 67.000 / 18.000 / 2.000 St/B; NW-L STD Ø 62.950 / 67.000 / 24.000 / 2.000 St/B



- 22305 EX; 36 x 8 x 119.4 x A/S - Cr - 45° - 22 - III
- 22302 IN; 41.7 x 8 x 119.3 x S - Cr - 30° - 22 - III



MK-8H



56

101



BF 6 M 2012 C Euro 2

11.2003 →

D

A

6

6067 cm³

2V

80-155 kW

109-209 PS

126



Agrotron 108, Agrotron 118, Agrotron 120, Agrotron 128, Agrotron 130



40 289 600

Cyl. Ø: 101; KH: 50.6; MT: -18; MØ: 61; GL: 86.1; piston pin: 38x76; number of piston rings: 3



40 289 610 101,50

RTK

T15 2,5 CK G6

M 2 G3

DSF 3 CR

→ **80 00573 1 0 ...**



80 00573 1 0 000

Cyl. Ø: 101; Set: 1; [T15 G6 IW CK 2.5] [M G3 IFU 2] [DSF CR 3]

80 00573 1 0 050 101,50



78 935 600

PAIR HL STD Ø 84.000 / 89.000 / 25.200 / 2.485 St/A

78 935 610 0,25 / **78 935 620** 0,50

79 262 600

PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G1

79 262 610 0,25 / **79 262 620** 0,50

79 285 600

PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/S; PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G, The upper shell is marked with 'SPUTTER'.

79 314 600

PAIR PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/S; PL STD Ø 63.000 / 66.600 / 29.300 / 1.787 St/B/G1, The upper shell is marked with 'SPUTTER'.

79 315 600

PAIR HL STD Ø 84.000 / 89.000 / 22.800 / 2.485 St/A

79 355 600

PAIR AS STD Ø 91.700 / 113.750 // 2.050 St/A

79 356 600

PAIR AS STD Ø 93.700 / 113.750 // 2.050 St/A

77 607 600

SET NW-L STD Ø 59.950 / 64.000 / 24.000 / 2.000 St/B; NW-L STD Ø 59.950 / 64.000 / 18.000 / 2.000 St/B

77 829 690

SET PL-B SEMI Ø 38.000 / 41.000 / 35.300 / St/B

77 830 600

SET NW-L STD Ø 62.950 / 67.000 / 18.000 / 2.000 St/B; NW-L STD Ø 62.950 / 67.000 / 24.000 / 2.000 St/B



22305

EX; 36 x 8 x 119.4 x A/S - Cr - 45° - 22 - III



MK-8H

22302

IN; 41.7 x 8 x 119.3 x S - Cr - 30° - 22 - III

57

101



TCD 2012 L4 2V Euro 3

2004 →

D

LA

4

4038 cm³

2V

83-103 kW

113-140 PS

€ 18:1

126

TCD 2012 L6 2V Euro 3

2004 →

D

LA

6

6057 cm³

2V

105-165 kW

142-224 PS

€ 18:1

126



40 441 600

Cyl. Ø: 101; KH: 55.15; MT: -18.12; MØ: 62; GL: 90.65; piston pin: 40x80; number of piston rings: 3



40 441 610 101,50

RTK

T15 2,5 CK G6

M 2 G3

DSF 3 CR

→ **80 00573 1 0 ...**



80 00573 1 0 000

Cyl. Ø: 101; Set: 1; [T15 G6 IW CK 2.5] [M G3 IFU 2] [DSF CR 3]

80 00573 1 0 050 101,50



MK-8H



92-22014

EX; 39.98 x 30.1 x 7.4; G1; 45°

58

101



TCD 2012 L4 4V Euro 3

2004 →

D

LA

4

4038 cm³

4V

81 kW

110 PS

€ 18:1

126



40 476 600

Cyl. Ø: 101; KH: 55.15; MT: -17.8; MØ: 63.5; GL: 90.65; piston pin: 40x80; number of piston rings: 3



40 476 610 101,50

RTK

T15 2,5 CK G6

M 2 G3

DSF 3 CR

→ **80 00573 1 0 ...**



80 00573 1 0 000

Cyl. Ø: 101; Set: 1; [T15 G6 IW CK 2.5] [M G3 IFU 2] [DSF CR 3]

80 00573 1 0 050 101,50



TRW
EngineComponents

PIERBURG



DEUTZ

59

102



BF 3 L 914

07.2002 →

D A 3

3236 cm³

2V

44-59 kW

60-80 PS

132

BF 4 L 914

07.2002 →

D A 4

4314 cm³

2V

59-72 kW

80-98 PS

132

BF 6 L 914

01.2003 →

D A 6

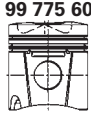
6472 cm³

2V

110 kW

150 PS

132



Cyl. Ø: 102; KH: 65.6; BÜ: 6; MT: -10.93; MØ: 70; GL: 117.1; piston pin: 35x80; number of piston rings: 3

99 775 610 102,50

KKK, RTK

T15 2,94 MO G6

T15 3 CR G3

DSF 3 CR

→ **80 00555 1 0 ...**

D



80 00555 1 0 000

Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [T15 G3 CR 3] [DSF CR 3]



99 775 960

Piston: 99775600; Cylinder liner: 89341110



89 341 110

R - Air-cooled cylinder; finished; A=109.9 C=124.5 L=220.4 H=135.4



78 276 600

PAIR PL STD Ø 65.990 / 70.000 / 25.000 / 1.985 St/B/G

78 276 610 0,25 / **78 276 620** 0,50 / **78 276 630** 0,75 / **78 276 640** 1,00

60

102



BF 4 L 913

01.1982 →

D A 4

4086 cm³

2V

55-81 kW

75-111 PS

£ 15,5/
17:1

125



AgroPrima 4.51, AgroPrima 4.56, AgroStar 4.61, AgroStar 4.68, AgroStar 4.71, AgroStar 4.78, AgroXtra DX 4.47, AgroXtra DX 4.57, Series DX 4.30, Series DX 4.50, Series DX 4.57, Series DX 4.70, Series DX 86, Series DX 92



90 669 600

Cyl. Ø: 102; KH: 69.1; BÜ: 4.45; MT: -17.6; MØ: 58.4; GL: 123.6; piston pin: 40x80; number of piston rings: 3

90 669 610 102,50

KKK, RTK

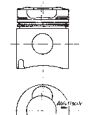
T15 2,94 MO G6

T15 3 CR G3

DSF 3,5 CR

→ **80 00073 1 0 ...**

3-ring piston



93 315 600

Cyl. Ø: 102; KH: 69.1; BÜ: 4.45; MT: -17.6; MØ: 58; GL: 123.6; piston pin: 40x80; number of piston rings: 4

93 315 610 102,50

RTK, KKK

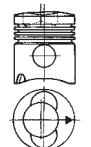
T15 2,94 MO G6

T15 3 CR G3

M 2,5

DSF 5 CR

→ **80 00072 1 0 ...**



80 00072 1 0 000

Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [T15 G3 CR 3] [M 2.5] [DSF CR 5]

80 00072 1 0 050 102,50



80 00073 1 0 000

Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [T15 G3 CR 3] [DSF CR 3.5]

80 00073 1 0 050 102,50



90 669 960

Piston: 90669600; Cylinder liner: 88684110, Engine BFL 913

90 669 961

Piston: 90669600; Cylinder liner: 89341110, Engine BFL 913 C

90 669 963

Piston: 90669600; Cylinder liner: 89494110, new version

90 669 964

Piston: 90669600; Cylinder liner: 89496110

93 315 960

Piston: 93315600; Cylinder liner: 88684110

93 315 961

Piston: 93315600; Cylinder liner: 89341110, Engine BFL 913 C

93 315 962

Piston: 93315600; Cylinder liner: 89494110, new version

93 315 963

Piston: 93315600; Cylinder liner: 89496110



89 496 110

R - Air-cooled cylinder; finished; A=109.9 C=124.5 L=220.4 H=134.9

89 341 110

R - Air-cooled cylinder; finished; A=109.9 C=124.5 L=220.4 H=135.4

89 494 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8

88 684 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3



73 419 600

NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B

78 276 600

PAIR PL STD Ø 65.990 / 70.000 / 25.000 / 1.985 St/B/G

78 276 610 0,25 / **78 276 620** 0,50 / **78 276 630** 0,75 / **78 276 640** 1,00

78 652 600

PAIR HL STD Ø 74.990 / 79.000 / 25.000 / 1.985 St/B/G

78 652 610 0,25 / **78 652 620** 0,50 / **78 652 630** 0,75 / **78 652 640** 1,00

77 852 600

SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B

87 358 600

SET PL-B STD Ø 40.000 / 43.000 / 33.300 / 1.487 St/B

87 379 800

SET AS STD Ø 87.350 / 106.614 // 2.985 St/A; AS STD Ø 87.350 / 100.614 // 2.985 St/A






cont...















TRW
EngineComponents





DEUTZ


	22165	EX; 37 x 8 x 133 x A/S - Cr - 45° - 22 - III		MK-8H
	22162	IN; 43 x 8 x 133 x A/S - Cr - 30° - 22 - III		81-2246 IN/EX; 15/ x 8 x 57.5 G2 - CC
	22306	IN; 45 x 8 x 133 x S - - 45° - 22 - III		81-2247 IN/EX; 15.25/ x 8 x 57.5 G2 - CC
				81-2248 IN/EX; 15.5/ x 8 x 57.5 G2 - CC
	50 006 367	CAM		
	50 005 367			


61		102	11.1989 → 1994	D LA 4	4086 cm ³	2V	78-92 kW	106-126 PS	 125
	BF 4 L 913 C								

	94 567 600	Cyl. Ø: 102; KH: 69.1; BÜ: 6; MT: -17.35; MØ: 55.9; GL: 123.6; piston pin: 40x80; number of piston rings: 3 KKK, RTK
		T15 2,94 MO G6
		T15 3 CR G3
		DSF 3 CR
		→ 80 00128 1 0 ...
		1996→
	94 668 600	Cyl. Ø: 102; KH: 69.1; BÜ: 6; MT: -16.55; MØ: 54.66; GL: 123.6; piston pin: 35x80; number of piston rings: 3 KKK, RTK
		T15 2,94 MO G6
		T15 3 CR G3
		DSF 3 CR
		→ 80 00128 1 0 ...
	94 669 600	Cyl. Ø: 102; KH: 69.1; BÜ: 6; MT: -17.52; MØ: 49.38; GL: 123.6; piston pin: 40x80; number of piston rings: 3 KKK, RTK
		T15 2,94 MO G6
		T15 3 CR G3
		DSF 3 CR
		→ 80 00128 1 0 ...

	80 00072 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [T15 G3 CR 3] [M 2.5] [DSF CR 5] 80 00072 1 0 050 102,50
	80 00073 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [T15 G3 CR 3] [DSF CR 3.5] 80 00073 1 0 050 102,50
	80 00128 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [T15 G3 CR 3] [DSF CR 3]

	94 567 960	Piston: 94567600; Cylinder liner: 88684110
	94 567 961	Piston: 94567600; Cylinder liner: 89494110
	94 668 960	Piston: 94668600; Cylinder liner: 88684110
	94 668 961	Piston: 94668600; Cylinder liner: 89494110
	94 669 960	Piston: 94669600; Cylinder liner: 88684110
	94 669 961	Piston: 94669600; Cylinder liner: 89494110

	89 494 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8
	88 684 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3

	73 419 600	NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B
	78 276 600	PAIR PL STD Ø 65.990 / 70.000 / 25.000 / 1.985 St/B/G 78 276 610 0,25 / 78 276 620 0,50 / 78 276 630 0,75 / 78 276 640 1,00
	78 652 600	PAIR HL STD Ø 74.990 / 79.000 / 25.000 / 1.985 St/B/G 78 652 610 0,25 / 78 652 620 0,50 / 78 652 630 0,75 / 78 652 640 1,00
	77 852 600	SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B
	87 358 600	SET PL-B STD Ø 40.000 / 43.000 / 33.300 / 1.487 St/B
	87 379 800	SET AS STD Ø 87.350 / 106.614 // 2.985 St/A; AS STD Ø 87.350 / 100.614 // 2.985 St/A

	22165	EX; 37 x 8 x 133 x A/S - Cr - 45° - 22 - III		MK-8H
	22162	IN; 43 x 8 x 133 x A/S - Cr - 30° - 22 - III		81-2246 IN/EX; 15/ x 8 x 57.5 G2 - CC
	22306	IN; 45 x 8 x 133 x S - - 45° - 22 - III		81-2247 IN/EX; 15.25/ x 8 x 57.5 G2 - CC
				81-2248 IN/EX; 15.5/ x 8 x 57.5 G2 - CC

D



TRW
EngineComponents

PIERBURG



DEUTZ

62

102



BF 4 L 913 T

01.1982 →

D

A

4

4086 cm³

2V

55-78 kW

75-106 PS

125



Series DX 4.50, Series DX 4.51, Series DX 4.70, Series DX 86, Series DX 92



Cyl. Ø: 102; KH: 69.1; BÜ: 4.45; MT: -17.6; MØ: 58.4; GL: 123.6; piston pin: 40x80; number of piston rings: 3

90 669 610 102,50

KKK, RTK

T15 2,94 MO G6

T15 3 CR G3

DSF 3,5 CR

→ **80 00073 1 0 ...**

3-ring piston

93 280 600

Cyl. Ø: 102; KH: 69.1; BÜ: 6; MT: -17.6; MØ: 58; GL: 123.6; piston pin: 35x80; number of piston rings: 4

93 280 610 102,50

RTK, KKK

T15 2,94 MO G6

M 2,5 CR

M 2,5

DSF 5 CR

→ **80 00071 1 1 ...**

93 315 600

Cyl. Ø: 102; KH: 69.1; BÜ: 4.45; MT: -17.6; MØ: 58; GL: 123.6; piston pin: 40x80; number of piston rings: 4

93 315 610 102,50

RTK, KKK

T15 2,94 MO G6

T15 3 CR G3

M 2,5

DSF 5 CR

→ **80 00072 1 0 ...**



80 00071 1 1 000

Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [M 2.5] [NM 2.5] [DSF CR 5]

80 00071 1 1 050 102,50

80 00072 1 0 000

Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [T15 G3 CR 3] [M 2.5] [DSF CR 5]

80 00072 1 0 050 102,50

80 00073 1 0 000

Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [T15 G3 CR 3] [DSF CR 3.5]

80 00073 1 0 050 102,50



90 669 960

Piston: 90669600; Cylinder liner: 88684110, Engine BFL 913

90 669 961

Piston: 90669600; Cylinder liner: 89341110, Engine BFL 913 C

90 669 963

Piston: 90669600; Cylinder liner: 89494110, new version

90 669 964

Piston: 90669600; Cylinder liner: 89496110

93 280 960

Piston: 93280600; Cylinder liner: 88684110

93 280 961

Piston: 93280600; Cylinder liner: 89494110, new version

93 315 960

Piston: 93315600; Cylinder liner: 88684110

93 315 961

Piston: 93315600; Cylinder liner: 89341110, Engine BFL 913 C

93 315 962

Piston: 93315600; Cylinder liner: 89494110, new version

93 315 963

Piston: 93315600; Cylinder liner: 89496110



89 496 110

R - Air-cooled cylinder; finished; A=109.9 C=124.5 L=220.4 H=134.9

89 341 110

R - Air-cooled cylinder; finished; A=109.9 C=124.5 L=220.4 H=135.4

89 494 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8

88 684 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3



73 419 600

NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B

78 276 600

PAIR PL STD Ø 65.990 / 70.000 / 25.000 / 1.985 St/B/G

78 276 610 0,25 / **78 276 620** 0,50 / **78 276 630** 0,75 / **78 276 640** 1,00

78 652 600

PAIR HL STD Ø 74.990 / 79.000 / 25.000 / 1.985 St/B/G

78 652 610 0,25 / **78 652 620** 0,50 / **78 652 630** 0,75 / **78 652 640** 1,00

77 852 600

SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B

87 358 600

SET PL-B STD Ø 40.000 / 43.000 / 33.300 / 1.487 St/B

87 379 800

SET AS STD Ø 87.350 / 106.614 // 2.985 St/A; AS STD Ø 87.350 / 100.614 // 2.985 St/A



2256

EX; 37 x 8 x 133 x A/S - Cr - 45° - 1 - III

2259

IN; 43 x 8 x 133 x A/S - Cr - 45° - 1 - III



92-22003

EX; 40.16 x 31 x 9.75; G1; 45°

92-22004

EX; 40.26 x 31 x 9.75; G1; 45°

92-22001

IN; 45.66 x 36 x 10; G1; 45°



KK-8H



81-2246

IN/EX; 15/ x 8 x 57.5 G2 - CC

81-2247

IN/EX; 15.25/ x 8 x 57.5 G2 - CC

81-2248

IN/EX; 15.5/ x 8 x 57.5 G2 - CC



TRW
EngineComponents



DEUTZ

63



102



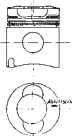
BF 6 L 913

D A 6 6128 cm³ 2V 70-140 kW 95-191 PS ξ 15,5:1 η 125

Actor 5520, AgroStar DX 6.71, AgroStar DX 6.81, Agrostar 6.31, AgroStar 6.38, AgroStar 6.61, AgroStar 6.71, AgroStar 6.81, AgroStar 6.88, AgroStar 8.31, Ectron 5530, Intrac 6.30, Intrac 6.60, Series DX 140, Series DX 145, Series DX 160, Series DX 230, Series DX 4.51, Series DX 6.50, Series DX 6.60, Series DX 7.10, Series M 1300, Series M 1302, Series M 1320, Series M 1322, Series M 2685, Series M 2780, Series M 3580, Series M 3610, Series M 4040, Series M 4045, Series 5670, TopLiner 4060



90 669 600



Cyl. \varnothing : 102; KH: 69.1; BÜ: 4.45; MT: -17.6; M \varnothing : 58.4; GL: 123.6; piston pin: 40x80; number of piston rings: 3

90 669 610 102,50

KKK, RTK

T15 2,94 MO G6

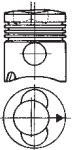
T15 3 CR G3

DSF 3,5 CR

→ **80 00073 1 0 ...**

3-ring piston

93 315 600



Cyl. \varnothing : 102; KH: 69.1; BÜ: 4.45; MT: -17.6; M \varnothing : 58; GL: 123.6; piston pin: 40x80; number of piston rings: 4

93 315 610 102,50

RTK, KKK

T15 2,94 MO G6

T15 3 CR G3

M 2,5

DSF 5 CR

→ **80 00072 1 0 ...**



80 00072 1 0 000

Cyl. \varnothing : 102; Set: 1; [T15 G6 IF MO 2.94] [T15 G3 CR 3] [M 2.5] [DSF CR 5]

80 00072 1 0 050 102,50

80 00073 1 0 000

Cyl. \varnothing : 102; Set: 1; [T15 G6 IF MO 2.94] [T15 G3 CR 3] [DSF CR 3.5]

80 00073 1 0 050 102,50



90 669 960

Piston: 90669600; Cylinder liner: 88684110, Engine BFL 913

90 669 961

Piston: 90669600; Cylinder liner: 89341110, Engine BFL 913 C

90 669 963

Piston: 90669600; Cylinder liner: 89494110, new version

90 669 964

Piston: 90669600; Cylinder liner: 89496110

93 315 960

Piston: 93315600; Cylinder liner: 88684110

93 315 961

Piston: 93315600; Cylinder liner: 89341110, Engine BFL 913 C

93 315 962

Piston: 93315600; Cylinder liner: 89494110, new version

93 315 963

Piston: 93315600; Cylinder liner: 89496110



89 496 110

R - Air-cooled cylinder; finished; A=109.9 C=124.5 L=220.4 H=134.9

89 341 110

R - Air-cooled cylinder; finished; A=109.9 C=124.5 L=220.4 H=135.4

89 494 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8

88 684 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3



73 419 600

NW-L STD \varnothing 47.950 / 52.000 / 30.500 / 2.010 St/B

78 276 600

PAIR PL STD \varnothing 65.990 / 70.000 / 25.000 / 1.985 St/B/G

78 276 610 0,25 / 78 276 620 0,50 / 78 276 630 0,75 / 78 276 640 1,00

78 652 600

PAIR HL STD \varnothing 74.990 / 79.000 / 25.000 / 1.985 St/B/G

78 652 610 0,25 / 78 652 620 0,50 / 78 652 630 0,75 / 78 652 640 1,00

77 854 600

SET KH-B STD \varnothing 17.990 / 21.000 / 13.800 / 1.501 St/B

87 357 600

SET PL-B STD \varnothing 40.000 / 43.000 / 33.300 / 1.487 St/B

87 379 800

SET AS STD \varnothing 87.350 / 106.614 // 2.985 St/A; AS STD \varnothing 87.350 / 100.614 // 2.985 St/A

87 442 600

SET HL STD \varnothing 74.990 / 79.000 / 25.000 / 1.985 St/B/G

87 442 610 0,25 / 87 442 620 0,50 / 87 442 630 0,75 / 87 442 640 1,00

87 704 600

SET PL STD \varnothing 65.990 / 70.000 / 25.000 / 1.985 St/B/G

87 704 610 0,25 / 87 704 620 0,50 / 87 704 630 0,75 / 87 704 640 1,00



2256

EX; 37 x 8 x 133 x A/S - Cr - 45° - 1 - III



KK-8H

22104

IN; 43 x 8 x 133 x A/S - Cr - 30° - 1 - III



81-2246

IN/EX; 15/ x 8 x 57.5 G2 - CC

2259

IN; 43 x 8 x 133 x A/S - Cr - 45° - 1 - III

81-2247

IN/EX; 15.25/ x 8 x 57.5 G2 - CC



92-22003

EX; 40.16 x 31 x 9.75; G1; 45°

81-2248

IN/EX; 15.5/ x 8 x 57.5 G2 - CC

92-22004

EX; 40.26 x 31 x 9.75; G1; 45°

92-22001

IN; 45.66 x 36 x 10; G1; 45°



50 005 369



TRW
EngineComponents

PIERBURG



DEUTZ

64

102



BF 6 L 913 C

03.1987→

D LA 6

6128 cm³

2V

118-164 kW

160-223 PS

125



Series M 3610, Series M 3630, TopLiner 4065, TopLiner 4068, TopLiner 4075

D



90 669 600



Cyl. Ø: 102; KH: 69.1; BÜ: 4.45; MT: -17.6; MØ: 58.4; GL: 123.6; piston pin: 40x80; number of piston rings: 3

90 669 610 102,50

KKK, RTK

T15 2,94 MO G6

T15 3 CR G3

DSF 3,5 CR

→ **80 00073 1 0 ...**

3-ring piston

93 315 600



Cyl. Ø: 102; KH: 69.1; BÜ: 4.45; MT: -17.6; MØ: 58; GL: 123.6; piston pin: 40x80; number of piston rings: 4

93 315 610 102,50

RTK, KKK

T15 2,94 MO G6

T15 3 CR G3

M 2,5

DSF 5 CR

→ **80 00072 1 0 ...**

94 452 600



Cyl. Ø: 102; KH: 69.1; BÜ: 4.7; MT: -18.82; MØ: 46; GL: 123.6; piston pin: 40x80; number of piston rings: 3

RTK, KKK, Lox

T15 2,94 MO G6

T15 3 CR G3

DSF 3 CR

→ **80 00128 1 0 ...**

01.1995→

94 567 600



Cyl. Ø: 102; KH: 69.1; BÜ: 6; MT: -17.35; MØ: 55.9; GL: 123.6; piston pin: 40x80; number of piston rings: 3

KKK, RTK

T15 2,94 MO G6

T15 3 CR G3

DSF 3 CR

→ **80 00128 1 0 ...**

1996→

94 668 600



Cyl. Ø: 102; KH: 69.1; BÜ: 6; MT: -16.55; MØ: 54.66; GL: 123.6; piston pin: 35x80; number of piston rings: 3

KKK, RTK

T15 2,94 MO G6

T15 3 CR G3

DSF 3 CR

→ **80 00128 1 0 ...**

94 669 600



Cyl. Ø: 102; KH: 69.1; BÜ: 6; MT: -17.52; MØ: 49.38; GL: 123.6; piston pin: 40x80; number of piston rings: 3

KKK, RTK

T15 2,94 MO G6

T15 3 CR G3

DSF 3 CR

→ **80 00128 1 0 ...**



80 00072 1 0 000

Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [T15 G3 CR 3] [M 2.5] [DSF CR 5]

80 00072 1 0 050 102,50

80 00073 1 0 000

Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [T15 G3 CR 3] [DSF CR 3.5]

80 00073 1 0 050 102,50

80 00128 1 0 000

Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [T15 G3 CR 3] [DSF CR 3]



90 669 960

Piston: 90669600; Cylinder liner: 88684110, Engine BFL 913

90 669 961

Piston: 90669600; Cylinder liner: 89341110, Engine BFL 913 C

90 669 963

Piston: 90669600; Cylinder liner: 89494110, new version

90 669 964

Piston: 90669600; Cylinder liner: 89496110

93 315 960

Piston: 93315600; Cylinder liner: 88684110

93 315 961

Piston: 93315600; Cylinder liner: 89341110, Engine BFL 913 C

93 315 962

Piston: 93315600; Cylinder liner: 89494110, new version

93 315 963

Piston: 93315600; Cylinder liner: 89496110

94 452 960

Piston: 94452600; Cylinder liner: 88684110, 01.1995→

94 452 961

Piston: 94452600; Cylinder liner: 89494110, 01.1995→

94 452 962

Piston: 94452600; Cylinder liner: 89496110, 01.1995→

94 567 960

Piston: 94567600; Cylinder liner: 88684110

94 567 961

Piston: 94567600; Cylinder liner: 89494110

94 668 960

Piston: 94668600; Cylinder liner: 88684110

94 668 961

Piston: 94668600; Cylinder liner: 89494110

cont...










TRW
EngineComponents




DEUTZ


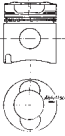
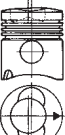


D

94 669 960	Piston: 94669600; Cylinder liner: 88684110	
94 669 961	Piston: 94669600; Cylinder liner: 89494110	
 89 496 110	R - Air-cooled cylinder; finished; A=109.9 C=124.5 L=220.4 H=134.9	
89 341 110	R - Air-cooled cylinder; finished; A=109.9 C=124.5 L=220.4 H=135.4	
89 494 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8	
88 684 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3	
 73 419 600	NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B	
78 276 600	PAIR PL STD Ø 65.990 / 70.000 / 25.000 / 1.985 St/B/G 78 276 610 0,25 / 78 276 620 0,50 / 78 276 630 0,75 / 78 276 640 1,00	
78 652 600	PAIR HL STD Ø 74.990 / 79.000 / 25.000 / 1.985 St/B/G 78 652 610 0,25 / 78 652 620 0,50 / 78 652 630 0,75 / 78 652 640 1,00	
77 854 600	SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B	
87 357 600	SET PL-B STD Ø 40.000 / 43.000 / 33.300 / 1.487 St/B	
87 379 800	SET AS STD Ø 87.350 / 106.614 // 2.985 St/A; AS STD Ø 87.350 / 100.614 // 2.985 St/A	
87 442 600	SET HL STD Ø 74.990 / 79.000 / 25.000 / 1.985 St/B/G 87 442 610 0,25 / 87 442 620 0,50 / 87 442 630 0,75 / 87 442 640 1,00	
87 704 600	SET PL STD Ø 65.990 / 70.000 / 25.000 / 1.985 St/B/G 87 704 610 0,25 / 87 704 620 0,50 / 87 704 630 0,75 / 87 704 640 1,00	
 2256	EX; 37 x 8 x 133 x A/S - Cr - 45° - 1 - III	 KK-8H  MK-8H  81-2246 IN/EX; 15/ x 8 x 57.5 G2 - CC 81-2247 IN/EX; 15.25/ x 8 x 57.5 G2 - CC 81-2248 IN/EX; 15.5/ x 8 x 57.5 G2 - CC
22165	EX; 37 x 8 x 133 x A/S - Cr - 45° - 22 - III	
22104	IN; 43 x 8 x 133 x A/S - Cr - 30° - 1 - III	
22162	IN; 43 x 8 x 133 x A/S - Cr - 30° - 22 - III	
2259	IN; 43 x 8 x 133 x A/S - Cr - 45° - 1 - III	
22306	IN; 45 x 8 x 133 x S - - 45° - 22 - III	

65  **102**

BF 6 L 913 T D A 6 6128 cm³ 2V 85-112 kW 115-152 PS  125

AgroSun 100, AgroSun 140, Intrac 6.30, Series DX 4.50, Series DX 4.70, Series DX 6.31, Series M 4035

 90 669 600	Cyl. Ø: 102; KH: 69.1; BÜ: 4.45; MT: -17.6; MØ: 58.4; GL: 123.6; piston pin: 40x80; number of piston rings: 3 90 669 610 102,50 KKK, RTK T15 2,94 MO G6 T15 3 CR G3 DSF 3,5 CR → 80 00073 1 0 ... 3-ring piston
 93 280 600	Cyl. Ø: 102; KH: 69.1; BÜ: 6; MT: -17.6; MØ: 58; GL: 123.6; piston pin: 35x80; number of piston rings: 4 93 280 610 102,50 RTK, KKK T15 2,94 MO G6 M 2,5 CR M 2,5 DSF 5 CR → 80 00071 1 1 ...
 93 315 600	Cyl. Ø: 102; KH: 69.1; BÜ: 4.45; MT: -17.6; MØ: 58; GL: 123.6; piston pin: 40x80; number of piston rings: 4 93 315 610 102,50 RTK, KKK T15 2,94 MO G6 T15 3 CR G3 M 2,5 DSF 5 CR → 80 00072 1 0 ...
 80 00071 1 1 000	Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [M 2.5] [NM 2.5] [DSF CR 5] 80 00071 1 1 050 102,50
80 00072 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [T15 G3 CR 3] [M 2.5] [DSF CR 5] 80 00072 1 0 050 102,50
80 00073 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [T15 G3 CR 3] [DSF CR 3.5] 80 00073 1 0 050 102,50
 90 669 960	Piston: 90669600; Cylinder liner: 88684110, Engine BFL 913
90 669 961	Piston: 90669600; Cylinder liner: 89341110, Engine BFL 913 C
90 669 963	Piston: 90669600; Cylinder liner: 89494110, new version
90 669 964	Piston: 90669600; Cylinder liner: 89496110
93 280 960	Piston: 93280600; Cylinder liner: 88684110
93 280 961	Piston: 93280600; Cylinder liner: 89494110, new version
93 315 960	Piston: 93315600; Cylinder liner: 88684110
93 315 961	Piston: 93315600; Cylinder liner: 89341110, Engine BFL 913 C
93 315 962	Piston: 93315600; Cylinder liner: 89494110, new version

cont...



TRW
EngineComponents

PIERBURG



DEUTZ

D

	93 315 963	Piston: 93315600; Cylinder liner: 89496110	
	89 496 110	R - Air-cooled cylinder; finished; A=109.9 C=124.5 L=220.4 H=134.9	
	89 341 110	R - Air-cooled cylinder; finished; A=109.9 C=124.5 L=220.4 H=135.4	
	89 494 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8	
	88 684 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3	
	73 419 600	NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B	
	78 276 600	PAIR PL STD Ø 65.990 / 70.000 / 25.000 / 1.985 St/B/G 78 276 610 0,25 / 78 276 620 0,50 / 78 276 630 0,75 / 78 276 640 1,00	
	78 652 600	PAIR HL STD Ø 74.990 / 79.000 / 25.000 / 1.985 St/B/G 78 652 610 0,25 / 78 652 620 0,50 / 78 652 630 0,75 / 78 652 640 1,00	
	77 854 600	SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B	
	87 357 600	SET PL-B STD Ø 40.000 / 43.000 / 33.300 / 1.487 St/B	
	87 379 800	SET AS STD Ø 87.350 / 106.614 // 2.985 St/A; AS STD Ø 87.350 / 100.614 // 2.985 St/A	
	87 442 600	SET HL STD Ø 74.990 / 79.000 / 25.000 / 1.985 St/B/G 87 442 610 0,25 / 87 442 620 0,50 / 87 442 630 0,75 / 87 442 640 1,00	
	87 704 600	SET PL STD Ø 65.990 / 70.000 / 25.000 / 1.985 St/B/G 87 704 610 0,25 / 87 704 620 0,50 / 87 704 630 0,75 / 87 704 640 1,00	
	2256	EX; 37 x 8 x 133 x A/S - Cr - 45° - 1 - III	KK-8H
	22104	IN; 43 x 8 x 133 x A/S - Cr - 30° - 1 - III	81-2246 IN/EX; 15/ x 8 x 57.5 G2 - CC
	2259	IN; 43 x 8 x 133 x A/S - Cr - 45° - 1 - III	81-2247 IN/EX; 15.25/ x 8 x 57.5 G2 - CC
	92-22003	EX; 40.16 x 31 x 9.75; G1; 45°	81-2248 IN/EX; 15.5/ x 8 x 57.5 G2 - CC
	92-22004	EX; 40.26 x 31 x 9.75; G1; 45°	
	92-22001	IN; 45.66 x 36 x 10; G1; 45°	

66		102									
	BF 6 L 914 C	01.2003→	D	LA	6	6472 cm³	2V	141 kW	192 PS	£ 19:1	132

	99 955 600	Cyl. Ø: 102; KH: 65.6; BÜ: 6; MT: -17.6; MØ: 65; GL: 117.1; piston pin: 40x80; number of piston rings: 3
	99 955 610 102,50	
	KKK, RTK	
	T15 2,94 MO G6	
	T15 3 CR G3	
	DSF 3 CR	
	→ 80 00555 1 0 ...	

	80 00555 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [T15 G3 CR 3] [DSF CR 3]
--	-------------------------	---

	99 955 960	Piston: 99955600; Cylinder liner: 89341110
	89 341 110	R - Air-cooled cylinder; finished; A=109.9 C=124.5 L=220.4 H=135.4
	78 276 600	PAIR PL STD Ø 65.990 / 70.000 / 25.000 / 1.985 St/B/G 78 276 610 0,25 / 78 276 620 0,50 / 78 276 630 0,75 / 78 276 640 1,00

67		102									
	F 3 L 912 F	→ 1994	D	AN	3	3064 cm³	2V	35-43 kW	48-58 PS	£ 17:1	125

	89 494 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8
	88 684 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3
	73 419 600	NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B
	78 042 600	PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50
	78 186 600	PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00 / 78 186 650 1,25
	78 228 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.
	78 628 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 628 610 0,25 / 78 628 620 0,50
	77 851 600	SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B
	87 338 600	SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B
	50 009 127	Length: 216; counterbore: 64; piston pin: 35; conrod parallel



68

102



F 3 L 913

03.1982 →

D AN 3 3064 cm³

2V 37-45 kW

50-61 PS

125

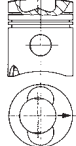


AgroCompact 3.50, Agrolux 60, Agroplus 60, AgroXtra DX 3.57, Series D 6007, Series DX 3.50, Series DX 6007, Series DX 80



93 741 600

Cyl. Ø: 102; KH: 69.1; BÜ: 6; MT: -16.6; MØ: 56; GL: 123.6; piston pin: 35x80; number of piston rings: 3
93 741 610 102,50



RTK, KKK
T15 2,94 MO G6
M 2,5
DSF 5 CR
→ **80 00127 1 1 ...**

94 473 600

Cyl. Ø: 102; KH: 69.21; BÜ: 6; MT: -18.83; MØ: 46; GL: 117.2; piston pin: 35x80; number of piston rings: X



T15 2,94 MO G6
DSF 3 CR
M 2 G3
→ **80 00347 1 0 ...**



94 654 600

Cyl. Ø: 102; KH: 69.21; BÜ: 6; MT: -18.3; MØ: 45; GL: 117.2; piston pin: 35x80; number of piston rings: X



T15 2,94 MO G6
DSF 3 CR
M 2 G3
→ **80 00347 1 0 ...**



99 343 600

Cyl. Ø: 102; KH: 69.1; BÜ: 5; MT: -16.6; MØ: 56; GL: 123.6; piston pin: 35x80; number of piston rings: 3



99 343 610 102,50
T15 2,94 MO G6
M 2,5 CR
DSF 5 CR
→ **80 00127 1 1 ...**



80 00071 1 1 000

Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [M 2.5] [NM 2.5] [DSF CR 5]
80 00071 1 1 050 102,50

80 00127 1 1 000

Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [NM 2.5] [DSF CR 5]
80 00127 1 1 050 102,50

80 00347 1 0 000

Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [M G3 IFU 2] [DSF CR 3]
80 00347 1 0 050 102,50



93 741 960

Piston: 93741600; Cylinder liner: 88684110

93 741 961

Piston: 93741600; Cylinder liner: 89494110, new version

94 473 960

Piston: 94473600; Cylinder liner: 89494110

94 654 960

Piston: 94654600; Cylinder liner: 89494110

99 343 960

Piston: 99343600; Cylinder liner: 88684110



89 494 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8

88 684 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3



73 419 600

NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B

78 042 600

PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G

78 042 610 0,25 / **78 042 620** 0,50 / **78 042 630** 0,75 / **78 042 640** 1,00 / **78 042 650** 1,25 / **78 042 660** 1,50

78 186 600

PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G

78 186 610 0,25 / **78 186 620** 0,50 / **78 186 630** 0,75 / **78 186 640** 1,00 / **78 186 650** 1,25

78 228 600

PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A

78 228 610 0,25 / **78 228 620** 0,50, With dowel arrest.

78 628 600

PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A

78 628 610 0,25 / **78 628 620** 0,50

77 851 600

SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B

87 338 600

SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B



50 003 079

- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm

50 003 091

- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm, for heat detector



2293

EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III

22165

EX; 37 x 8 x 133 x A/S - Cr - 45° - 22 - III

22199

IN; 43 x 8 x 133 x A/S - Cr - 45° - 22 - III

2282

IN; 43 x 8 x 133 x S - - 45° - 1 - III

22306

IN; 45 x 8 x 133 x S - - 45° - 22 - III



KK-8H

MK-8H



81-2246

IN/EX; 15/ x 8 x 57.5 G2 - CC

81-2247

IN/EX; 15.25/ x 8 x 57.5 G2 - CC

81-2248

IN/EX; 15.5/ x 8 x 57.5 G2 - CC

cont...

D



TRW
EngineComponents

PIERBURG



DEUTZ

	92-22003	EX; 40.16 x 31 x 9.75; G1; 45°
	92-22004	EX; 40.26 x 31 x 9.75; G1; 45°
	92-22001	IN; 45.66 x 36 x 10; G1; 45°

69

102



F 3 L 913 G

01.1982 → 12.1996 D AN 3 3064 cm³ 2V 37 kW 50 PS £ 19,6:1 125

Gabelstapler / Forklift

D

	90 915 700	Cyl. Ø: 102; KH: 57.28; BÜ: 5.52; MT: -19.21; MØ: 42; GL: 105.8; piston pin: 35x80; number of piston rings: 3
	90 915 710	102,50
	T15	2,94 MO G6
	M	2,5 CR
	DSF	5 CR
	→ 80 00127 1 1 ...	
	1981→1988, mot. 07110837→mot. 7469869	

	94 486 700	Cyl. Ø: 102; KH: 69.1; BÜ: 6; MT: -18.8; MØ: 42; GL: 123.6; piston pin: 35x80; number of piston rings: 3
	T15	2,94 MO G6
	M	2,5 CR
	DSF	5 CR
	1988→, mot. 7469870→	

	80 00127 1 1 000	Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [NM 2.5] [DSF CR 5]
	80 00127 1 1 050	102,50

	90 915 970	Piston: 90915700; Cylinder liner: 89410110, 1981→1988, mot. 07110837→mot. 7469869
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	94 486 970	Piston: 94486700; Cylinder liner: 88684110, 1988→, mot. 7469870→
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	94 486 971	Piston: 94486700; Cylinder liner: 89494110, new version, 1988→, mot. 7469870→
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	89 410 110	R - Air-cooled cylinder; finished; A=110 C=120 L=209.8 H=124.8
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	89 494 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8
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	88 684 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3
--	-------------------	--

	73 419 600	NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B
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	78 042 600	PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G
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78 042 610 0,25 / **78 042 620** 0,50 / **78 042 630** 0,75 / **78 042 640** 1,00 / **78 042 650** 1,25 / **78 042 660** 1,50

	78 186 600	PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G
--	-------------------	---

78 186 610 0,25 / **78 186 620** 0,50 / **78 186 630** 0,75 / **78 186 640** 1,00 / **78 186 650** 1,25

	78 228 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A
--	-------------------	--

78 228 610 0,25 / **78 228 620** 0,50, With dowel arrest.

	78 628 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A
--	-------------------	--

78 628 610 0,25 / **78 628 620** 0,50

	77 851 600	SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B
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	87 338 600	SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B
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70

102



F 3 L 913 G

1992 → D AN 3 3064 cm³ 2V 36 kW 49 PS £ 18:1 125

Gabelstapler / Forklift

	99 342 600	Cyl. Ø: 102; KH: 69.1; BÜ: 6; MT: -14.1; MØ: 56.5; GL: 123.6; piston pin: 35x80; number of piston rings: 3
	99 342 610	102,50
	T15	2,94 MO G6
	M	2,5 CR
	DSF	3,5 CR

	99 342 960	Piston: 99342600; Cylinder liner: 88684110
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	88 684 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3
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	50 005 366	
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TRW
EngineComponents



DEUTZ

71

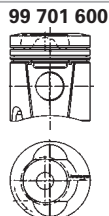
102



F 3 L 914	07.2001 →	D AN 3	3236 cm ³	2V	41-44 kW	56-60 PS	132
F 4 L 914	03.1997 →	D AN 4	4314 cm ³	2V	52-57 kW	71-78 PS	132
F 5 L 914	07.2002 →	D AN 5	5393 cm ³	2V	72 kW	98 PS	132
F 6 L 914	07.2002 →	D AN 6	6472 cm ³	2V	89 kW	121 PS	132



Agroplus 60, Agroplus 70, Agroplus 80



99 701 600 Cyl. Ø: 102; KH: 65.6; BÜ: 6; MT: -19.59; MØ: 56.5; GL: 117.1; piston pin: 35x80; number of piston rings: 3
99 701 610 102,50
 KKK
 T15 2,94 MO G6
 M 2 G3
 DSF 3 CR
 → **80 00347 1 0 ...**



80 00347 1 0 000 Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [M G3 IFU 2] [DSF CR 3]



99 701 960 Piston: 99701600; Cylinder liner: 89341110



89 341 110 R - Air-cooled cylinder; finished; A=109.9 C=124.5 L=220.4 H=135.4

72

102



F 4 L 912 F	09.1986 →	D AN 4	4086 cm ³	2V	46-62 kW	62-84 PS	£17:1	125
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89 494 110 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8



88 684 110 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3



73 419 600 NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B



78 042 600 PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G
78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50

78 186 600 PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G

78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00

78 228 600 PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A

78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.

78 628 600 PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A

78 628 610 0,25 / 78 628 620 0,50

77 852 600 SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B

87 337 600 SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B

87 776 600 SET PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G

87 776 610 0,25 / 87 776 620 0,50 / 87 776 630 0,75 / 87 776 640 1,00

87 878 600 SET HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G

87 878 610 0,25 / 87 878 620 0,50 / 87 878 630 0,75 / 87 878 640 1,00 / 87 878 650 1,25 / 87 878 660 1,50



50 009 127 Length: 216; counterbore: 64; piston pin: 35; conrod parallel



2293 EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III



22165 EX; 37 x 8 x 133 x A/S - Cr - 45° - 22 - III

22199 IN; 43 x 8 x 133 x A/S - Cr - 45° - 22 - III

2282 IN; 43 x 8 x 133 x S - - 45° - 1 - III

22306 IN; 45 x 8 x 133 x S - - 45° - 22 - III



KK-8H



MK-8H

81-2246

IN/EX; 15/ x 8 x 57.5 G2 - CC

81-2247

IN/EX; 15.25/ x 8 x 57.5 G2 - CC

81-2248

IN/EX; 15.5/ x 8 x 57.5 G2 - CC



50 006 367 CAM

73

102



F 4 L 913	07.1980 →	D AN 4	4086 cm ³	2V	51-66 kW	70-90 PS	125
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AgroCompact 3.70, AgroCompact 3.90, Agrolux 70, Agrolux 80, Agroplus 70, Agroplus 80, AgroPrima 4.31, AgroXtra DX 4.17, Series D 6807, Series D 6907, Series D 7807, Series DX 3.80, Series DX 3.90, Series DX 4.30, Series DX 4.31, Series DX 4.50, Series DX 4.70, Series DX 80



93 741 600 Cyl. Ø: 102; KH: 69.1; BÜ: 6; MT: -16.6; MØ: 56; GL: 123.6; piston pin: 35x80; number of piston rings: 3

93 741 610 102,50

RTK, KKK

T15 2,94 MO G6

M 2,5

DSF 5 CR

→ **80 00127 1 1 ...**



cont...



D

94 473 600



Cyl. Ø: 102; KH: 69.21; BÜ: 6; MT: -18.83; MØ: 46; GL: 117.2; piston pin: 35x80; number of piston rings: X
T15 2,94 MO G6
DSF 3 CR
M 2 G3
→ 80 00347 1 0 ...

94 654 600



Cyl. Ø: 102; KH: 69.21; BÜ: 6; MT: -18.3; MØ: 45; GL: 117.2; piston pin: 35x80; number of piston rings: X
T15 2,94 MO G6
DSF 3 CR
M 2 G3
→ 80 00347 1 0 ...

99 343 600



Cyl. Ø: 102; KH: 69.1; BÜ: 5; MT: -16.6; MØ: 56; GL: 123.6; piston pin: 35x80; number of piston rings: 3
99 343 610 102,50
T15 2,94 MO G6
M 2,5 CR
DSF 5 CR
→ 80 00127 1 1 ...



80 00071 1 1 000

Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [M 2.5] [NM 2.5] [DSF CR 5]
80 00071 1 1 050 102,50

80 00127 1 1 000

Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [NM 2.5] [DSF CR 5]
80 00127 1 1 050 102,50

80 00347 1 0 000

Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [M G3 IFU 2] [DSF CR 3]
80 00347 1 0 050 102,50



93 741 960

Piston: 93741600; Cylinder liner: 88684110

93 741 961

Piston: 93741600; Cylinder liner: 89494110, new version

94 473 960

Piston: 94473600; Cylinder liner: 89494110

94 654 960

Piston: 94654600; Cylinder liner: 89494110

99 343 960

Piston: 99343600; Cylinder liner: 88684110



89 494 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8

88 684 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3



73 419 600

NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B

78 042 600

PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G
78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50

78 186 600

PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G
78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00

78 228 600

PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A
78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.

78 628 600

PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A
78 628 610 0,25 / 78 628 620 0,50

77 852 600

SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B

87 337 600

SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B

87 776 600

SET PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G
87 776 610 0,25 / 87 776 620 0,50 / 87 776 630 0,75 / 87 776 640 1,00

87 878 600

SET HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G
87 878 610 0,25 / 87 878 620 0,50 / 87 878 630 0,75 / 87 878 640 1,00 / 87 878 650 1,25 / 87 878 660 1,50



50 003 079

- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm

50 003 091

- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm, for heat detector



2293

EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III

2256

EX; 37 x 8 x 133 x A/S - Cr - 45° - 1 - III

22165

EX; 37 x 8 x 133 x A/S - Cr - 45° - 22 - III

2259

IN; 43 x 8 x 133 x A/S - Cr - 45° - 1 - III

22199

IN; 43 x 8 x 133 x A/S - Cr - 45° - 22 - III

2282

IN; 43 x 8 x 133 x S - - 45° - 1 - III

22306

IN; 45 x 8 x 133 x S - - 45° - 22 - III



KK-8H

MK-8H



81-2246

IN/EX; 15/ x 8 x 57.5 G2 - CC

81-2247

IN/EX; 15.25/ x 8 x 57.5 G2 - CC

81-2248

IN/EX; 15.5/ x 8 x 57.5 G2 - CC



92-22003

EX; 40.16 x 31 x 9.75; G1; 45°

92-22004

EX; 40.26 x 31 x 9.75; G1; 45°

92-22001

IN; 45.66 x 36 x 10; G1; 45°



50 006 367

CAM



7.02242.00.0

Fuel pump; mechanical

74



102



F 5 L 912 F

10.1989 →

D AN 5

5107 cm³

2V




58-78 kW

79-106 PS

£ 17:1

125



	89 494 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8
	88 684 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3
	73 419 600	NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B
	78 042 600	PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50
	78 186 600	PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00 / 78 186 650 1,25
	78 228 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 228 610 0,25 / 78 228 620 0,50 , With dowel arrest.
	78 628 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 628 610 0,25 / 78 628 620 0,50
	77 853 600	SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B
	87 336 600	SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B
	50 009 127	Length: 216; counterbore: 64; piston pin: 35; conrod parallel

75

102



F 5 L 913

04.1980 →

D AN 5

5107 cm³


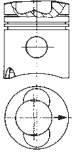






2V

66 kW

90 PS

 125

Series DX 90

	93 741 600	Cyl. Ø: 102; KH: 69.1; BÜ: 6; MT: -16.6; MØ: 56; GL: 123.6; piston pin: 35x80; number of piston rings: 3 93 741 610 102,50 RTK, KKK T15 2,94 MO G6 M 2,5 DSF 5 CR → 80 00127 1 1 ...
	94 473 600	Cyl. Ø: 102; KH: 69.21; BÜ: 6; MT: -18.83; MØ: 46; GL: 117.2; piston pin: 35x80; number of piston rings: X T15 2,94 MO G6 DSF 3 CR M 2 G3 → 80 00347 1 0 ...
	94 654 600	Cyl. Ø: 102; KH: 69.21; BÜ: 6; MT: -18.3; MØ: 45; GL: 117.2; piston pin: 35x80; number of piston rings: X T15 2,94 MO G6 DSF 3 CR M 2 G3 → 80 00347 1 0 ...
	99 343 600	Cyl. Ø: 102; KH: 69.1; BÜ: 5; MT: -16.6; MØ: 56; GL: 123.6; piston pin: 35x80; number of piston rings: 3 99 343 610 102,50 T15 2,94 MO G6 M 2,5 CR DSF 5 CR → 80 00127 1 1 ...
	80 00127 1 1 000	Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [NM 2.5] [DSF CR 5] 80 00127 1 1 050 102,50
	80 00347 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [M G3 IFU 2] [DSF CR 3] 80 00347 1 0 050 102,50
	93 741 960	Piston: 93741600; Cylinder liner: 88684110
	93 741 961	Piston: 93741600; Cylinder liner: 89494110, new version
	94 473 960	Piston: 94473600; Cylinder liner: 89494110
	94 654 960	Piston: 94654600; Cylinder liner: 89494110
	99 343 960	Piston: 99343600; Cylinder liner: 88684110
	89 494 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8
	88 684 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3
	73 419 600	NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B
	78 042 600	PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50
	78 186 600	PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00 / 78 186 650 1,25
	78 228 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 228 610 0,25 / 78 228 620 0,50 , With dowel arrest.

cont...



TRW
EngineComponents

PIERBURG



DEUTZ

78 628 600 PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A
78 628 610 0,25 / **78 628 620** 0,50
77 853 600 SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B
87 336 600 SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B

76



102



F 6 L 912 F

10.1989→

D AN 6

6128 cm³

2V

70-92 kW

95-125 PS

£ 18:1

125



89 494 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8

88 684 110

R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3



73 419 600

NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B

78 042 600

PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G

78 042 610 0,25 / **78 042 620** 0,50 / **78 042 630** 0,75 / **78 042 640** 1,00 / **78 042 650** 1,25 / **78 042 660** 1,50

78 186 600

PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G

78 186 610 0,25 / **78 186 620** 0,50 / **78 186 630** 0,75 / **78 186 640** 1,00 / **78 186 650** 1,25

78 228 600

PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A

78 228 610 0,25 / **78 228 620** 0,50, With dowel arrest.

78 628 600

PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A

78 628 610 0,25 / **78 628 620** 0,50

77 854 600

SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B

87 335 600

SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B

87 775 600

SET PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G

87 775 610 0,25 / **87 775 620** 0,50 / **87 775 630** 0,75 / **87 775 640** 1,00 / **87 775 650** 1,25

87 877 600

SET HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G

87 877 610 0,25 / **87 877 620** 0,50 / **87 877 630** 0,75 / **87 877 640** 1,00 / **87 877 650** 1,25 / **87 877 660** 1,50



50 009 127

Length: 216; counterbore: 64; piston pin: 35; conrod parallel

77



102



F 6 L 913

1973→

D AN 6

6128 cm³

2V

71-96 kW

96-130 PS

125



AgroPrima 6.16, AgroStar 6.08, AgroStar 6.11, AgroStar 6.21, AgroStar 6.28, Agrostar 6.31, AgroStar 6.38, AgroXtra DX 6.17, Intrac 2006, Intrac 6.05, Intrac 6.30, Series DX 120, Series DX 6.30, Series M 130, Series M 1300, Series M 1302, Series M 1320, Series M 2580, Series M 2680



93 741 600

Cyl. Ø: 102; KH: 69.1; BÜ: 6; MT: -16.6; MØ: 56; GL: 123.6; piston pin: 35x80; number of piston rings: 3

93 741 610 102,50

RTK, KKK

T15 2,94 MO G6

M 2,5

DSF 5 CR

→ **80 00127 1 1 ...**



94 473 600

Cyl. Ø: 102; KH: 69.21; BÜ: 6; MT: -18.83; MØ: 46; GL: 117.2; piston pin: 35x80; number of piston rings: X

T15 2,94 MO G6

DSF 3 CR

M 2 G3

→ **80 00347 1 0 ...**



94 654 600

Cyl. Ø: 102; KH: 69.21; BÜ: 6; MT: -18.3; MØ: 45; GL: 117.2; piston pin: 35x80; number of piston rings: X

T15 2,94 MO G6

DSF 3 CR

M 2 G3

→ **80 00347 1 0 ...**



99 343 600

Cyl. Ø: 102; KH: 69.1; BÜ: 5; MT: -16.6; MØ: 56; GL: 123.6; piston pin: 35x80; number of piston rings: 3

99 343 610 102,50

T15 2,94 MO G6

M 2,5 CR

DSF 5 CR

→ **80 00127 1 1 ...**



80 00071 1 1 000

Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [M 2.5] [NM 2.5] [DSF CR 5]

80 00071 1 1 050 102,50














80 00127 1 1 000

Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [NM 2.5] [DSF CR 5]





80 00127 1 1 050 102,50

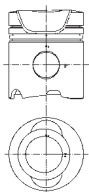
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80 00347 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G6 IF MO 2.94] [M G3 IFU 2] [DSF CR 3] 80 00347 1 0 050 102,50
	Piston: 93741600; Cylinder liner: 88684110
93 741 960	Piston: 93741600; Cylinder liner: 89494110, new version
94 473 960	Piston: 94473600; Cylinder liner: 89494110
94 654 960	Piston: 94654600; Cylinder liner: 89494110
99 343 960	Piston: 99343600; Cylinder liner: 88684110
	89 494 110 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=136.8
88 684 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3
	73 419 600 NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B
78 042 600	PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50
78 186 600	PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00 / 78 186 650 1,25
78 228 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.
78 628 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 628 610 0,25 / 78 628 620 0,50
77 854 600	SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B
87 335 600	SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B
87 775 600	SET PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 87 775 610 0,25 / 87 775 620 0,50 / 87 775 630 0,75 / 87 775 640 1,00 / 87 775 650 1,25
87 877 600	SET HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 87 877 610 0,25 / 87 877 620 0,50 / 87 877 630 0,75 / 87 877 640 1,00 / 87 877 650 1,25 / 87 877 660 1,50
	50 003 079 - V - G - S - - SB - - - ; partially assembled, Reinforced version, Fit in dia. 120 mm
50 003 091	- V - G - S - - SB - - - ; partially assembled, Reinforced version, Fit in dia. 120 mm, for heat detector
	2293 EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III
2256	EX; 37 x 8 x 133 x A/S - Cr - 45° - 1 - III
22165	EX; 37 x 8 x 133 x A/S - Cr - 45° - 22 - III
22104	IN; 43 x 8 x 133 x A/S - Cr - 30° - 1 - III
2259	IN; 43 x 8 x 133 x A/S - Cr - 45° - 1 - III
22199	IN; 43 x 8 x 133 x A/S - Cr - 45° - 22 - III
2282	IN; 43 x 8 x 133 x S - - 45° - 1 - III
22306	IN; 45 x 8 x 133 x S - - 45° - 22 - III
	KK-8H
	MK-8H
	81-2246 IN/EX; 15/ x 8 x 57.5 G2 - CC
	81-2247 IN/EX; 15.25/ x 8 x 57.5 G2 - CC
	81-2248 IN/EX; 15.5/ x 8 x 57.5 G2 - CC
	92-22003 EX; 40.16 x 31 x 9.75; G1; 45°
	92-22004 EX; 40.26 x 31 x 9.75; G1; 45°
	92-22001 IN; 45.66 x 36 x 10; G1; 45°



78  **102**

	GF 3 L 913 1992→ G AN 3 3064 cm ³ 2V 20-27 kW 27-37 PS 9,5:1 125
	GF 5 L 913 1992→ G AN 5 5110 cm ³ 2V 34-49 kW 46-66 PS 9,5:1 125
	GF 6 L 913 1992→ G AN 6 6130 cm ³ 2V 40-55 kW 55-75 PS 9,5:1 125
	GF 4 L 913 1992→ G AN 4 4060 cm ³ 2V 25-38 kW 35-52 PS 9,5:1 125



99 747 600 Cyl. Ø: 102; KH: 69.1; BÜ: 6; MT: -22.5; MØ: 70; GL: 123.6; piston pin: 35x80; number of piston rings: 3
T15 2,94 MO G6
M 2,5 CR
DSF 3,5 CR

79  **105**

	TD 226-6 1992→1996 D A 6 6234 cm ³ 2V 99-125 kW 135-170 PS 15,5:1 120
	AgroStar 6.71



93 045 600 Cyl. Ø: 105; KH: 60.4; MT: -20.4; MØ: 60; GL: 102.4; piston pin: 35x82; number of piston rings: 3
RTK
T15 3 CR G6
M 2
DSF 4 CR
→ **80 00340 1 0 ...**
1971→

93 355 600 Cyl. Ø: 105; KH: 60.4; MT: -20.4; MØ: 60; GL: 102.4; piston pin: 35x88; number of piston rings: 3
FBo, RTK
T15 3 CR G6
M 2
DSF 4 CR
→ **80 00340 1 0 ...**
1984→

cont...



TRW
EngineComponents

PIERBURG



DEUTZ

D

	80 00340 1 0 000	Cyl. Ø: 105; Set: 1; [T15 G6 CR 3] [M 2] [DSF CR 4]		
	93 045 960	Piston: 93045600; Cylinder liner: 88635190, 1971→		
	93 045 961	Piston: 93045600; Cylinder liner: 89197110		
	93 355 960	Piston: 93355600; Cylinder liner: 88635190, 1984→		
	93 355 961	Piston: 93355600; Cylinder liner: 89197110		
	89 197 110	T - Dry cylinder liner; finished; A=108 C=111.8 L=214 H=6		
	88 635 190	T - Dry cylinder liner; semi; A=108 C=111.8 L=214 H=6		
	78 588 600	PAIR PL STD Ø 62.970 / 67.000 / 27.100 / 2.000 St/B/G 78 588 610 0,25 / 78 588 620 0,50		
	78 589 600	PAIR HL STD Ø 69.970 / 75.000 / 28.100 / 2.490 St/B/G 78 589 610 0,25 / 78 589 620 0,50 / 78 589 630 0,75		
	78 590 800	PAIR AS STD Ø 79.000 / 95.200 // 3.470 St/A		
	2757	EX; 38 x 9 x 117 x A/S - Cr - 45° - 22 - III		MK-9H
	2734	IN; 42 x 9 x 117.2 x S - Cr - 30° - 22 - III		81-2722 IN/EX; 15/16.5 x 9 x 58 G2

80



108



BF 4 M 1013 Euro 1
BF 4 M 1013 C Euro 1

01.1994→
01.1990→

D A 4
D LA 4

4764 cm³
4764 cm³

2V 63-93 kW
2V 99-125 kW

85-127 PS
135-168 PS

£ 17,6:1
£ 17,6:1

130
130



94 573 600

Cyl. Ø: 108; KH: 71.1; MT: -16.66; MØ: 71; GL: 108; piston pin: 42x86; number of piston rings: 3

RTK, TPL

T15 3 MO G6

M 2 G3

DSF 3,5 CR

→ **80 00344 1 0 ...**

cylinder head gasketpiston protrusion:

notches	more thanless than	
1	+0,28	+0,53
1	+0,54	+0,63
3	+0,64	+0,75

	80 00344 1 0 000	Cyl. Ø: 108; Set: 1; [T15 G6 IW MO 3] [M G3 IFU 2] [DSF CR 3.5]		
	94 573 960	Piston: 94573600; Cylinder liner: 89409110		
	89 409 110	N - Wet cylinder liner; finished; A=120 C=128.5 L=229.1 H+F=9+1.1		
	79 243 600	PAIR AS STD Ø 91.700 / 113.750 // 2.950 St/A		
	79 268 600	PAIR HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A 79 268 610 0,25 / 79 268 620 0,50		
	79 269 600	PAIR PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/B/G1 79 269 610 0,25 / 79 269 620 0,50		
	77 686 600	SET PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/B/G1 77 686 610 0,25 / 77 686 620 0,50		
	77 688 600	SET HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A 77 688 610 0,25 / 77 688 620 0,50		
	77 690 690	SET PL-B SEMI Ø 42.000 / 45.500 / 29.800 / St/B		
	77 692 600	SET NW-L STD Ø 64.950 / 69.000 / 22.000 / 2.000 St/B; NW-L STD Ø 64.950 / 69.000 / 27.000 / 2.000 St/B		
	22220	EX; 42 x 9 x 139 x RA/S - Cr - 45° - 22 - III		MK-9H
	22221	IN; 48 x 9 x 139 x A/S - Cr - 30° - 22 - III		81-22110 IN/EX; 15.03/ x 9.03 x 62.8 G2
	92-22006	EX; 43.059 x 35 x 7.9; G1; 45°		
	92-22005	IN; 49.08 x 39 x 7.5; G1; 30°		



TRW
EngineComponents

PIERBURG



DEUTZ

81

108



BF 4 M 1013 E Euro 2

07.1997 →

D

LA

4

4764 cm³

2V

71-95 kW

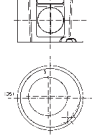
97-129 PS

ε 17,6:1

130



Agrottron 90



Cyl. Ø: 108; KH: 71.1; MT: -19.6; MØ: 64; GL: 108; piston pin: 42x86; number of piston rings: 3

RTK, TPL

T15 3 MO G6

M 2 G3

DSF 3,5 CR

→ **80 00344 1 0 ...**



80 00344 1 0 000

Cyl. Ø: 108; Set: 1; [T15 G6 IW MO 3] [M G3 IFU 2] [DSF CR 3.5]



40 278 960

Piston: 40278600; Cylinder liner: 89409110



89 409 110

N - Wet cylinder liner; finished; A=120 C=128.5 L=229.1 H+F=9+1.1



79 243 600

PAIR AS STD Ø 91.700 / 113.750 // 2.950 St/A

79 268 600

PAIR HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A

79 268 610 0,25 / 79 268 620 0,50

79 269 600

PAIR PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/B/G1

79 269 610 0,25 / 79 269 620 0,50

77 686 600

SET PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/B/G1

77 686 610 0,25 / 77 686 620 0,50

77 688 600

SET HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A

77 688 610 0,25 / 77 688 620 0,50

77 690 690

SET PL-B SEMI Ø 42.000 / 45.500 / 29.800 / St/B

77 692 600

SET NW-L STD Ø 64.950 / 69.000 / 22.000 / 2.000 St/B; NW-L STD Ø 64.950 / 69.000 / 27.000 / 2.000 St/B



22220

EX; 42 x 9 x 139 x RA/S - Cr - 45° - 22 - III



MK-9H

22221

IN; 48 x 9 x 139 x A/S - Cr - 30° - 22 - III



81-22110

IN/EX; 15.03/ x 9.03 x 62.8 G2



92-22006

EX; 43.059 x 35 x 7.9; G1; 45°

92-22005

IN; 49.08 x 39 x 7.5; G1; 30°

82

108



BF 4 M 1013 EC Euro 2

01.1998 →

D

LA

4

4764 cm³

2V

100-118 kW

136-160 PS

ε 17,6:1

130



Agrottron 90



79 243 600

PAIR AS STD Ø 91.700 / 113.750 // 2.950 St/A



79 268 600

PAIR HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A

79 268 610 0,25 / 79 268 620 0,50

79 269 600

PAIR PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/B/G1

79 269 610 0,25 / 79 269 620 0,50

77 686 600

SET PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/B/G1

77 686 610 0,25 / 77 686 620 0,50

77 688 600

SET HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A

77 688 610 0,25 / 77 688 620 0,50

77 690 690

SET PL-B SEMI Ø 42.000 / 45.500 / 29.800 / St/B

77 692 600

SET NW-L STD Ø 64.950 / 69.000 / 22.000 / 2.000 St/B; NW-L STD Ø 64.950 / 69.000 / 27.000 / 2.000 St/B



22220

EX; 42 x 9 x 139 x RA/S - Cr - 45° - 22 - III



MK-9H

22221

IN; 48 x 9 x 139 x A/S - Cr - 30° - 22 - III



81-22110

IN/EX; 15.03/ x 9.03 x 62.8 G2



92-22006

EX; 43.059 x 35 x 7.9; G1; 45°

92-22005

IN; 49.08 x 39 x 7.5; G1; 30°



TRW
EngineComponents

PIERBURG



DEUTZ

83



108



BF 4 M 1013 EW Euro 2	06.1999 →	D LA 4	4764 cm ³	2V	81-130 kW	110-177 PS	£ 17,6:1	130
BF 4 M 1013 FC Euro 2	05.2001 →	D LA 4	4764 cm ³	2V	133 kW	181 PS	£ 17,6:1	130
BF 6 M 1013 ECW Euro 2	06.1999 →	D LA 6	7146 cm ³	2V	123-195 kW	165-261 PS	£ 17,6:1	130
BF 6 M 1013 EW Euro 2	06.1999 →	D LA 6	7146 cm ³	2V	123-195 kW	165-261 PS	£ 17,6:1	130
BF 4 M 1013 ECW Euro 2	06.1999 →	D LA 4	4764 cm ³	2V	105-130 kW	143-177 PS	£ 17,6:1	130



22220 EX; 42 x 9 x 139 x RA/S - Cr - 45° - 22 - III



MK-9H

D

22221 IN; 48 x 9 x 139 x A/S - Cr - 30° - 22 - III



81-22110 IN/EX; 15.03/ x 9.03 x 62.8 G2



92-22006 EX; 43.059 x 35 x 7.9; G1; 45°

92-22005 IN; 49.08 x 39 x 7.5; G1; 30°

84



108



BF 6 M 1013 Euro 1	08.1993 →	D A 6	7146 cm ³	2V	95-141 kW	129-192 PS	£ 17,6:1	130
BF 6 M 1013 C Euro 1	06.1999 →	D LA 6	7146 cm ³	2V	144-235 kW	196-320 PS	£ 17,6:1	130



Series 5680, Series 5690



94 573 600 Cyl. Ø: 108; KH: 71.1; MT: -16.66; MØ: 71; GL: 108; piston pin: 42x86; number of piston rings: 3



RTK, TPL

T15 3 MO G6

M 2 G3

DSF 3,5 CR

→ **80 00344 1 0 ...**

cylinder head gasketpiston protrusion:

notches more thanless than

1 +0,28 +0,53

1 +0,54 +0,63

3 +0,64 +0,75



80 00344 1 0 000 Cyl. Ø: 108; Set: 1; [T15 G6 IW MO 3] [M G3 IFU 2] [DSF CR 3.5]



94 573 960 Piston: 94573600; Cylinder liner: 89409110



89 409 110 N - Wet cylinder liner; finished; A=120 C=128.5 L=229.1 H+F=9+1.1



79 243 600 PAIR AS STD Ø 91.700 / 113.750 // 2.950 St/A

79 268 600 PAIR HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A

79 268 610 0,25 / 79 268 620 0,50

79 269 600 PAIR PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/B/G1

79 269 610 0,25 / 79 269 620 0,50

77 689 600 SET HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A

77 689 610 0,25 / 77 689 620 0,50

77 691 690 SET PL-B SEMI Ø 42.000 / 45.500 / 29.800 / St/B

77 693 600 SET NW-L STD Ø 64.950 / 69.000 / 22.000 / 2.000 St/B; NW-L STD Ø 64.950 / 69.000 / 27.000 / 2.000 St/B

77 694 600 SET PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/B/G1

77 694 610 0,25 / 77 694 620 0,50



22220 EX; 42 x 9 x 139 x RA/S - Cr - 45° - 22 - III



MK-9H

22221 IN; 48 x 9 x 139 x A/S - Cr - 30° - 22 - III



81-22110 IN/EX; 15.03/ x 9.03 x 62.8 G2



92-22006 EX; 43.059 x 35 x 7.9; G1; 45°

92-22005 IN; 49.08 x 39 x 7.5; G1; 30°



TRW
EngineComponents

PIERBURG



DEUTZ

85

108



BF 6 M 1013 CP Euro 1

1992 →

D

LA

6

7146 cm³

2V

161-190 kW

219-258 PS

ε 17,6:1

130



94 573 600

Cyl. Ø: 108; KH: 71.1; MT: -16.66; MØ: 71; GL: 108; piston pin: 42x86; number of piston rings: 3



RTK, TPL

T15 3 MO G6

M 2 G3

DSF 3,5 CR

→ **80 00344 1 0 ...**

cylinder head gasketpiston protrusion:



notches

more thanless than

1 +0,28 +0,53

1 +0,54 +0,63

3 +0,64 +0,75



80 00344 1 0 000

Cyl. Ø: 108; Set: 1; [T15 G6 IW MO 3] [M G3 IFU 2] [DSF CR 3.5]



94 573 960

Piston: 94573600; Cylinder liner: 89409110



89 409 110

N - Wet cylinder liner; finished; A=120 C=128.5 L=229.1 H+F=9+1.1



79 243 600

PAIR AS STD Ø 91.700 / 113.750 // 2.950 St/A

79 267 600

PAIR PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/A/B

79 267 610 0,25 / 79 267 620 0,50

79 268 600

PAIR HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A

79 268 610 0,25 / 79 268 620 0,50

77 687 600

SET PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/A/B

77 687 610 0,25 / 77 687 620 0,50

77 689 600

SET HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A

77 689 610 0,25 / 77 689 620 0,50

77 691 690

SET PL-B SEMI Ø 42.000 / 45.500 / 29.800 / St/B

77 693 600

SET NW-L STD Ø 64.950 / 69.000 / 22.000 / 2.000 St/B; NW-L STD Ø 64.950 / 69.000 / 27.000 / 2.000 St/B



22220

EX; 42 x 9 x 139 x RA/S - Cr - 45° - 22 - III



MK-9H

22221

IN; 48 x 9 x 139 x A/S - Cr - 30° - 22 - III



81-22110

IN/EX; 15.03/ x 9.03 x 62.8 G2



92-22006

EX; 43.059 x 35 x 7.9; G1; 45°

92-22005

IN; 49.08 x 39 x 7.5; G1; 30°

86

108



BF 6 M 1013 E Euro 2

09.1995 →

D

LA

6

7146 cm³

2V

88-118 kW

120-161 PS

ε 17,6:1

130



Agrottron 1125, Agrottron 1140, Agrottron 1155, Agrottron 120, Agrottron 135, Agrottron 150, Agrottron 160, Agrottron 165, Agrottron 175, Agrottron 6.20, Agrottron 6.30, Agrottron 6.45



40 278 600

Cyl. Ø: 108; KH: 71.1; MT: -19.6; MØ: 64; GL: 108; piston pin: 42x86; number of piston rings: 3



RTK, TPL

T15 3 MO G6

M 2 G3

DSF 3,5 CR

→ **80 00344 1 0 ...**



80 00344 1 0 000

Cyl. Ø: 108; Set: 1; [T15 G6 IW MO 3] [M G3 IFU 2] [DSF CR 3.5]



40 278 960

Piston: 40278600; Cylinder liner: 89409110



89 409 110

N - Wet cylinder liner; finished; A=120 C=128.5 L=229.1 H+F=9+1.1



79 243 600

PAIR AS STD Ø 91.700 / 113.750 // 2.950 St/A

79 268 600

PAIR HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A

79 268 610 0,25 / 79 268 620 0,50

79 269 600

PAIR PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/B/G1

79 269 610 0,25 / 79 269 620 0,50

77 689 600

SET HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A

77 689 610 0,25 / 77 689 620 0,50

77 691 690

SET PL-B SEMI Ø 42.000 / 45.500 / 29.800 / St/B

77 693 600

SET NW-L STD Ø 64.950 / 69.000 / 22.000 / 2.000 St/B; NW-L STD Ø 64.950 / 69.000 / 27.000 / 2.000 St/B

cont...



TRW
EngineComponents

PIERBURG



DEUTZ

77 694 600 SET PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/B/G1
77 694 610 0,25 / 77 694 620 0,50



22220 EX; 42 x 9 x 139 x RA/S - Cr - 45° - 22 - III



MK-9H

22221 IN; 48 x 9 x 139 x A/S - Cr - 30° - 22 - III



81-22110 IN/EX; 15.03/ x 9.03 x 62.8 G2



92-22006 EX; 43.059 x 35 x 7.9; G1; 45°

92-22005 IN; 49.08 x 39 x 7.5; G1; 30°

D

87

108



BF 6 M 1013 EC Euro 2 01.1998→ D LA 6 7146 cm³ 2V 92-191 kW 125-260 PS £ 17,6:1 H 130



Agrotron 1130, Agrotron 1145, Agrotron 1160, Agrotron 130, Agrotron 140, Agrotron 150, Agrotron 155, Agrotron 165, Agrotron 180, Agrotron 200, Agrotron 230, Agrotron 260



79 243 600 PAIR AS STD Ø 91.700 / 113.750 // 2.950 St/A

79 268 600 PAIR HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A

79 268 610 0,25 / 79 268 620 0,50

79 269 600 PAIR PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/B/G1

79 269 610 0,25 / 79 269 620 0,50

77 689 600 SET HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A

77 689 610 0,25 / 77 689 620 0,50

77 691 690 SET PL-B SEMI Ø 42.000 / 45.500 / 29.800 / St/B

77 693 600 SET NW-L STD Ø 64.950 / 69.000 / 22.000 / 2.000 St/B; NW-L STD Ø 64.950 / 69.000 / 27.000 / 2.000 St/B

77 694 600 SET PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/B/G1

77 694 610 0,25 / 77 694 620 0,50



22220 EX; 42 x 9 x 139 x RA/S - Cr - 45° - 22 - III



MK-9H

22221 IN; 48 x 9 x 139 x A/S - Cr - 30° - 22 - III



81-22110 IN/EX; 15.03/ x 9.03 x 62.8 G2



92-22006 EX; 43.059 x 35 x 7.9; G1; 45°

92-22005 IN; 49.08 x 39 x 7.5; G1; 30°

88

108



BF 6 M 1013 ECP Euro 2 01.1998→ D LA 6 7146 cm³ 2V 147-195 kW 200-265 PS £ 17,6:1 H 130



BF 6 M 1013 FC Euro 3 01.1998→ D LA 6 7146 cm³ 2V 147-200 kW 200-272 PS £ 17,6:1 H 130



Agrotron 200, Agrotron 210, Agrotron 215, Agrotron 230, Agrotron 235, Agrotron 260, Agrotron 720



79 243 600 PAIR AS STD Ø 91.700 / 113.750 // 2.950 St/A

79 267 600 PAIR PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/A/B

79 267 610 0,25 / 79 267 620 0,50

79 268 600 PAIR HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A

79 268 610 0,25 / 79 268 620 0,50

77 687 600 SET PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/A/B

77 687 610 0,25 / 77 687 620 0,50

77 689 600 SET HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A

77 689 610 0,25 / 77 689 620 0,50

77 691 690 SET PL-B SEMI Ø 42.000 / 45.500 / 29.800 / St/B

77 693 600 SET NW-L STD Ø 64.950 / 69.000 / 22.000 / 2.000 St/B; NW-L STD Ø 64.950 / 69.000 / 27.000 / 2.000 St/B



22220 EX; 42 x 9 x 139 x RA/S - Cr - 45° - 22 - III



MK-9H

22221 IN; 48 x 9 x 139 x A/S - Cr - 30° - 22 - III



81-22110 IN/EX; 15.03/ x 9.03 x 62.8 G2



92-22006 EX; 43.059 x 35 x 7.9; G1; 45°

92-22005 IN; 49.08 x 39 x 7.5; G1; 30°



89

108



BF 4 M 1013 CP Euro 1

09.1998 →

D

LA

4

4764 cm³

2V

100 kW

136 PS

⊗ 17,6:1

130



94 573 600

Cyl. Ø: 108; KH: 71.1; MT: -16.66; MØ: 71; GL: 108; piston pin: 42x86; number of piston rings: 3



RTK, TPL

T15 3 MO G6

M 2 G3

DSF 3,5 CR

→ **80 00344 1 0 ...**



cylinder head gasketpiston protrusion:

notches more thanless than

1 +0,28 +0,53

1 +0,54 +0,63

3 +0,64 +0,75



80 00344 1 0 000

Cyl. Ø: 108; Set: 1; [T15 G6 IW MO 3] [M G3 IFU 2] [DSF CR 3.5]



94 573 960

Piston: 94573600; Cylinder liner: 89409110



89 409 110

N - Wet cylinder liner; finished; A=120 C=128.5 L=229.1 H+F=9+1.1



22220

EX; 42 x 9 x 139 x RA/S - Cr - 45° - 22 - III



MK-9H



22221

IN; 48 x 9 x 139 x A/S - Cr - 30° - 22 - III



81-22110

IN/EX; 15.03/ x 9.03 x 62.8 G2



92-22006

EX; 43.059 x 35 x 7.9; G1; 45°

92-22005

IN; 49.08 x 39 x 7.5; G1; 30°

90

108



TCD 2013 L04 2V Euro 3

D

LA

4

4764 cm³

2V

120-129 kW

163-175 PS

⊗ 18,1:1

130



TCD 2013 L06 2V Euro 3

D

LA

6

7146 cm³

2V

157-200 kW

214-272 PS

⊗ 18,1:1

130



Agrottron 710



40 278 600

Cyl. Ø: 108; KH: 71.1; MT: -19.6; MØ: 64; GL: 108; piston pin: 42x86; number of piston rings: 3



RTK, TPL

T15 3 MO G6

M 2 G3

DSF 3,5 CR

→ **80 00344 1 0 ...**



80 00344 1 0 000

Cyl. Ø: 108; Set: 1; [T15 G6 IW MO 3] [M G3 IFU 2] [DSF CR 3.5]



40 278 960

Piston: 40278600; Cylinder liner: 89409110



89 409 110

N - Wet cylinder liner; finished; A=120 C=128.5 L=229.1 H+F=9+1.1

91

110



A 12 L 612

D

AN

12

15960 cm³

2V

162 kW

220 PS

F/A 2 L 514

1957 → 1962

D

AN

2

2660 cm³

2V

27 kW

36 PS

⊗ 19,2:1

140

F/A 3 L 514

1957 → 1962

D

AN

3

3990 cm³

2V

40 kW

54 PS

⊗ 19,2:1

140

F/A 4 L 514

1957 → 1962

D

AN

4

5322 cm³

2V

53 kW

72 PS

⊗ 19,2:1

140

F/A 6 L 514

1957 → 1962

D

AN

6

7980 cm³

2V

81 kW

110 PS

⊗ 19,2:1

140

F/A 6 L 614

1957 → 1968

D

6

7980 cm³

2V

81 kW

110 PS

F/A 8 L 614

1957 → 1968

D

8

10640 cm³

2V

108 kW

147 PS



81-2219

IN/EX; 18/20 x 10 x 75 G2

81-2211

IN/EX; 18/20 x 12 x 75 G1

81-2223

IN/EX; 18.25/20 x 12 x 75 G1

81-2221

IN/EX; 18.5/20 x 10 x 75 G2

81-2224

IN/EX; 18.5/20 x 12 x 75 G1



TRW
EngineComponents

PIERBURG



DEUTZ

92	110								
	F 1 L 514	1957 → 1968	D AN 1	1330 cm ³	2V	13 kW	18 PS	£ 19,2:1	140
	F 2 L 514	1957 → 1968	D AN 2	2660 cm ³	2V	24 kW	33 PS	£ 19,2:1	140
	F 6 L 614	1957 → 1968	D AN 6	7980 cm ³	2V	82-92 kW	112-125 PS		140
	F 8 L 614	1957 → 1968	D AN 8	10643 cm ³	2V	125 kW	170 PS		140

80 00129 1 1 000 Cyl. Ø: 110; Set: 1; [R CR 3] [SM 3] [SM 3] [D CR 6] [S 6]

D

	81-2219	IN/EX; 18/20 x 10 x 75 G2
	81-2211	IN/EX; 18/20 x 12 x 75 G1
	81-2223	IN/EX; 18.25/20 x 12 x 75 G1
	81-2221	IN/EX; 18.5/20 x 10 x 75 G2
	81-2224	IN/EX; 18.5/20 x 12 x 75 G1

93	110								
	F 2 AL 514	1957 → 1966	D AN 2	2660 cm ³	2V			£ 19,2:1	140
	F 3 AL 514	1957 → 1968	D AN 3	3990 cm ³	2V			£ 19,2:1	140
	F 4 AL 514	1957 → 1966	D AN 4	5322 cm ³	2V			£ 19,2:1	140
	F 6 AL 614	1957 → 1968	D AN 6	7980 cm ³	2V	60 kW	110 PS		140
	F 8 AL 614	1957 → 1968	D AN 8	10643 cm ³	2V	81 kW	110 PS		140
	F 12 AL 614	1957 → 1968	D AN 12	15966 cm ³	2V				140
	F 12 L 614	1957 → 1968	D AN 12	15966 cm ³	2V	184 kW	250 PS		140

80 00129 1 1 000 Cyl. Ø: 110; Set: 1; [R CR 3] [SM 3] [SM 3] [D CR 6] [S 6]

94	110								
	F 3 L 514	1957 → 1968	D AN 3	3990 cm ³	2V	37 kW	50 PS	£ 19,2:1	140
	F 6 L 514	1957 → 1968	D AN 6	7980 cm ³	2V	74 kW	100 PS	£ 19,2:1	140

80 00129 1 1 000 Cyl. Ø: 110; Set: 1; [R CR 3] [SM 3] [SM 3] [D CR 6] [S 6]

78 062 630 PAIR PASS-L 0,75 Ø 74.240 / 90.000 / 47.850 / 7.845 St/B/G

	81-2219	IN/EX; 18/20 x 10 x 75 G2
	81-2211	IN/EX; 18/20 x 12 x 75 G1
	81-2223	IN/EX; 18.25/20 x 12 x 75 G1
	81-2221	IN/EX; 18.5/20 x 10 x 75 G2
	81-2224	IN/EX; 18.5/20 x 12 x 75 G1

95	110								
	F 4 L 514	08.1969 →	D AN 4	5322 cm ³	2V	48 kW	65 PS	£ 19,2:1	140
	Series A 70								

80 00129 1 1 000 Cyl. Ø: 110; Set: 1; [R CR 3] [SM 3] [SM 3] [D CR 6] [S 6]

	81-2219	IN/EX; 18/20 x 10 x 75 G2
	81-2221	IN/EX; 18.5/20 x 10 x 75 G2

96	110								
	F 6 AL 514	1957 → 1968	D AN 6	7980 cm ³	2V	81 kW	110 PS	£ 19,2:1	140

80 00129 1 1 000 Cyl. Ø: 110; Set: 1; [R CR 3] [SM 3] [SM 3] [D CR 6] [S 6]

78 062 630 PAIR PASS-L 0,75 Ø 74.240 / 90.000 / 47.850 / 7.845 St/B/G

97	110								
	F 6 L 613	1957 → 1968	D AN 6	7400 cm ³	2V	88-98 kW	120-126 PS	£ 19:1	130

87 287 600 SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

	81-2219	IN/EX; 18/20 x 10 x 75 G2
	81-2211	IN/EX; 18/20 x 12 x 75 G1
	81-2223	IN/EX; 18.25/20 x 12 x 75 G1
	81-2221	IN/EX; 18.5/20 x 10 x 75 G2
	81-2224	IN/EX; 18.5/20 x 12 x 75 G1



D

98		115											
	F 6 L 814	1966 → 1968	D	AN 6	8725 cm ³	2V	154 kW	210 PS	ε 18,5:1		140		
	87 287 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B											
	81-2230	EX; 16/18 x 10 x 83 G2											
	81-2232	EX; 16.25/18 x 10 x 83 G2											
	81-2229	IN; 16/18 x 10 x 95 G2											
	81-2231	IN; 16.25/18 x 10 x 95 G2											
99		115											
	F 8 L 814	1966 → 1968	D	AN 8	11633 cm ³	2V	154 kW	210 PS	ε 18,5:1		140		
	87 286 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B											
	81-2230	EX; 16/18 x 10 x 83 G2											
	81-2232	EX; 16.25/18 x 10 x 83 G2											
	81-2229	IN; 16/18 x 10 x 95 G2											
	81-2231	IN; 16.25/18 x 10 x 95 G2											
100		120											
	BF 6 L 413	06.1971 → 12.1975	D	A 6	8478 cm ³	2V	154 kW	210 PS	ε 16,5:1		125		
	F 6 L 413 W	10.1967 → 12.1980	D	AN 6	8478 cm ³	2V	99-106 kW	135-144 PS	ε 19,5:1		125		
	78 338 600	PAIR HL STD Ø 89.988 / 96.000 / 29.000 / 2.970 St/B/G											
	78 366 600	PAIR PASS-L STD Ø 89.988 / 96.000 / 40.820 / 2.970 St/B/G											
	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G											
	87 319 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B											
	87 486 600	SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G											
	87 692 600	SET HL STD Ø 89.988 / 96.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 89.988 / 96.000 / 40.820 / 2.970 St/B/G											
101		120											
	BF 8 L 413	1971 → 1975	D	A 8	11310 cm ³	2V	206 kW	280 PS	ε 16,5:1		125		
	F 8 L 413 W	07.1974 → 05.1978	D	AN 8	11310 cm ³	2V	132-162 kW	180-221 PS	ε 19,5:1		125		
	Series M 200												
	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G											
	87 318 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B											
	87 485 600	SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G											
	87 691 600	SET HL STD Ø 89.988 / 96.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 89.988 / 96.000 / 40.820 / 2.970 St/B/G											
102		120											
	BF 10 L 413	01.1970 → 1975	D	A 10	14140 cm ³	2V	258 kW	350 PS	ε 16,5:1		125		
	F 10 L 413 W	1973 → 1975	D	AN 10	14140 cm ³	2V	165-176 kW	225-240 PS	ε 19,5:1		125		
	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G											
	87 317 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B											
103		120											
	BF 12 L 413	1971 → 1975	D	A 12	16960 cm ³	2V	305-331 kW	420-450 PS	ε 16,5:1		125		
	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G											
	87 316 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B											
104		120											
	BF 12 L 714	07.1971 → 12.1975	D	A 12	19000 cm ³	2V	129-257 kW	175-350 PS	ε 15,6:1		140		
	F/A 12 L 714	1959 → 12.1975	D	AN 12	19000 cm ³	2V	213 kW	290 PS	ε 19:1		140		
	81-2219	IN/EX; 18/20 x 10 x 75 G2											
	81-2221	IN/EX; 18.5/20 x 10 x 75 G2											



TRW
EngineComponents

PIERBURG



DEUTZ

105

120



F/A 6 L 714

01.1961 → 12.1975 D AN 6 9500 cm³ 2V 106-110 kW 145-150 PS £ 19:1 140



87 287 600 SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B



81-2219 IN/EX; 18/20 x 10 x 75 G2

81-2221 IN/EX; 18.5/20 x 10 x 75 G2

106

120



F/A 8 L 714

01.1964 → 12.1975 D AN 8 12667 cm³ 2V 143-147 kW 195-200 PS £ 19:1 140



87 286 600 SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B



81-2219 IN/EX; 18/20 x 10 x 75 G2

81-2221 IN/EX; 18.5/20 x 10 x 75 G2

107

120



F 4 L 413 R

07.1973 → 1977 D AN 4 5880 cm³ 2V 90 kW 122 PS £ 18:1 130

F 5 L 413 R

07.1973 → 12.1975 D AN 5 7350 cm³ 2V 83-112 kW 113-152 PS £ 18:1 130



Series M 130



80 00132 1 0 000 Cyl. Ø: 120; Set: 1; [T15 G6 CR 3.5] [M KA 3] [N 3] [DSF CR 6]
80 00132 1 0 050 120,50



88 562 110 R - Air-cooled cylinder; finished; A=134 C=145 L=255.1 H=169.9



2294

EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III



22155

EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III

2254

IN; 53.6 x 10 x 165 x S - - 45° - 1 - III

22202

IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III



KK-10H

MK-10H



81-2252

EX; 16/ x 10 x 83 G2 - CC

81-2253

EX; 16.25/ x 10 x 83 G2

81-2254

EX; 16.5/ x 10 x 83 G2 - CC

81-2249

IN; 16/ x 10 x 95 G2 - CC

81-2250

IN; 16.25/ x 10 x 95 G2

81-2251

IN; 16.5/ x 10 x 95 G2

108

120



F 6 L 413

12.1968 → 10.1982 D AN 6 8478 cm³ 2V 69-130 kW 94-176 PS £ 18:1 125

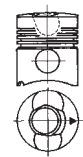


Series M 170



92 334 800

Cyl. Ø: 120; KH: 90.16; BÜ: 5.09; MT: -39.46; GL: 145.25; piston pin: 45x96; number of piston rings: 4



RTK

R 3 MO G6

M 3

N 3

DSF 6

→ **80 00130 1 1 ...**

not exchangeable against 92 864



80 00130 1 1 000

Cyl. Ø: 120; Set: 1; [R G6 CR 3] [M KA 3] [N 3] [DSF CR 6]

80 00130 1 1 050 120,50 / **80 00130 1 1 100** 121,00



92 334 980

Piston: 92334800; Cylinder liner: 88562110



88 562 110

R - Air-cooled cylinder; finished; A=134 C=145 L=255.1 H=169.9



78 338 600

PAIR HL STD Ø 89.988 / 96.000 / 29.000 / 2.970 St/B/G

78 338 610 0,25 / **78 338 620** 0,50 / **78 338 630** 0,75, Upper half with slot., 02.1975→



78 366 600

PAIR PASS-L STD Ø 89.988 / 96.000 / 40.820 / 2.970 St/B/G

78 366 610 0,25 / **78 366 620** 0,50 / **78 366 630** 0,75, Upper half with slot., 02.1975→



78 609 600

PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G

78 609 610 0,25 / **78 609 620** 0,50 / **78 609 630** 0,75 / **78 609 640** 1,00 / **78 609 660** 1,50



87 319 600

SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B



87 486 600

SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G

87 486 610 0,25 / **87 486 620** 0,50



87 692 600

SET HL STD Ø 89.988 / 96.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 89.988 / 96.000 / 40.820 / 2.970 St/B/G

87 692 610 0,25



2294

EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III



22155

EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III



2279

IN; 53.5 x 10 x 165 x S - - 45° - 1 - III



22202

IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III



KK-10H

MK-10H



81-2242

EX; 16.045/18.3 x 10 x 83 G2

81-2243

EX; 16.25/18 x 10 x 83 G2

81-2240

IN; 16/18 x 10 x 95 G2

81-2241

IN; 16.25/18 x 10 x 95 G2



D

109		120
	F 6 L 413 L	07.1973 → 12.1975 D AN 6 8822 cm ³ 2V 135 kW 183 PS € 18,5:1
	80 00132 1 0 000	Cyl. Ø: 120; Set: 1; [T15 G6 CR 3.5] [M KA 3] [N 3] [DSF CR 6] 80 00132 1 0 050 120,50
	88 562 110	R - Air-cooled cylinder; finished; A=134 C=145 L=255.1 H=169.9
	78 338 600	PAIR HL STD Ø 89.988 / 96.000 / 29.000 / 2.970 St/B/G 78 338 610 0,25 / 78 338 620 0,50 / 78 338 630 0,75, Upper half with slot., 02.1975→
	78 366 600	PAIR PASS-L STD Ø 89.988 / 96.000 / 40.820 / 2.970 St/B/G 78 366 610 0,25 / 78 366 620 0,50 / 78 366 630 0,75, Upper half with slot., 02.1975→
	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
	87 319 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B
	87 486 600	SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 87 486 610 0,25 / 87 486 620 0,50
	87 692 600	SET HL STD Ø 89.988 / 96.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 89.988 / 96.000 / 40.820 / 2.970 St/B/G 87 692 610 0,25

110		120
	F 6 L 413 R	07.1973 → 12.1975 D AN 6 8822 cm ³ 2V 100-135 kW 136-183 PS € 18:1
	80 00132 1 0 000	Cyl. Ø: 120; Set: 1; [T15 G6 CR 3.5] [M KA 3] [N 3] [DSF CR 6] 80 00132 1 0 050 120,50
	88 562 110	R - Air-cooled cylinder; finished; A=134 C=145 L=255.1 H=169.9
	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III
	2254	IN; 53.6 x 10 x 165 x S - - 45° - 1 - III
	22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III
		KK-10H MK-10H
		81-2252 EX; 16/ x 10 x 83 G2 - CC
		81-2253 EX; 16.25/ x 10 x 83 G2
		81-2254 EX; 16.5/ x 10 x 83 G2 - CC
		81-2249 IN; 16/ x 10 x 95 G2 - CC
		81-2250 IN; 16.25/ x 10 x 95 G2
		81-2251 IN; 16.5/ x 10 x 95 G2

	50 005 871	
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111		120
	F 6 L 413 V	07.1969 → 12.1974 D AN 6 8822 cm ³ 2V 125 kW 170 PS € 18:1
	Series M 170	
	78 338 600	PAIR HL STD Ø 89.988 / 96.000 / 29.000 / 2.970 St/B/G 78 338 610 0,25 / 78 338 620 0,50 / 78 338 630 0,75, Upper half with slot., 02.1975→
	78 366 600	PAIR PASS-L STD Ø 89.988 / 96.000 / 40.820 / 2.970 St/B/G 78 366 610 0,25 / 78 366 620 0,50 / 78 366 630 0,75, Upper half with slot., 02.1975→
	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
	87 319 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B
	87 486 600	SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 87 486 610 0,25 / 87 486 620 0,50
	87 692 600	SET HL STD Ø 89.988 / 96.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 89.988 / 96.000 / 40.820 / 2.970 St/B/G 87 692 610 0,25
	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III
	2254	IN; 53.6 x 10 x 165 x S - - 45° - 1 - III
	22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III
		KK-10H MK-10H
		81-2258 EX; 16.043/19 x 10 x 78 G2
		81-2259 EX; 16.293/19 x 10 x 78 G2
		81-2260 EX; 16.543/19 x 10 x 78 G2
		81-2255 IN; 16.043/19 x 10 x 95 G2
		81-2256 IN; 16.293/19 x 10 x 95 G2
		81-2257 IN; 16.543/19 x 10 x 95 G2



112

120

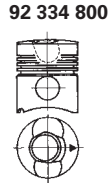


F 8 L 413

12.1968 → 04.1980 D AN 8 11310 cm³ 2V 118-171 kW 160-232 PS £ 18:1 H 125



Series D 16006, Series M 170, Series M 200, Series M 230



92 334 800 Cyl. Ø: 120; KH: 90.16; BÜ: 5.09; MT: -39.46; GL: 145.25; piston pin: 45x96; number of piston rings: 4
RTK
R 3 MO G6
M 3
N 3
DSF 6
→ **80 00130 1 1 ...**
not exchangeable against 92 864



80 00130 1 1 000 Cyl. Ø: 120; Set: 1; [R G6 CR 3] [M KA 3] [N 3] [DSF CR 6]
80 00130 1 1 050 120,50 / **80 00130 1 1 100** 121,00



92 334 980 Piston: 92334800; Cylinder liner: 88562110



88 562 110 R - Air-cooled cylinder; finished; A=134 C=145 L=255.1 H=169.9



78 338 600 PAIR HL STD Ø 89.988 / 96.000 / 29.000 / 2.970 St/B/G
78 338 610 0,25 / **78 338 620** 0,50 / **78 338 630** 0,75, Upper half with slot., 02.1975→

78 366 600 PAIR PASS-L STD Ø 89.988 / 96.000 / 40.820 / 2.970 St/B/G
78 366 610 0,25 / **78 366 620** 0,50 / **78 366 630** 0,75, Upper half with slot., 02.1975→

78 609 600 PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
78 609 610 0,25 / **78 609 620** 0,50 / **78 609 630** 0,75 / **78 609 640** 1,00 / **78 609 660** 1,50

87 318 600 SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

87 485 600 SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
87 485 610 0,25 / **87 485 620** 0,50 / **87 485 630** 0,75 / **87 485 640** 1,00

87 691 600 SET HL STD Ø 89.988 / 96.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 89.988 / 96.000 / 40.820 / 2.970 St/B/G
87 691 610 0,25 / **87 691 620** 0,50 / **87 691 630** 0,75



2294 EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III

22155 EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III

2279 IN; 53.5 x 10 x 165 x S - - 45° - 1 - III

22202 IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III



KK-10H

MK-10H



81-2242 EX; 16.045/18.3 x 10 x 83 G2

81-2243 EX; 16.25/18 x 10 x 83 G2

81-2240 IN; 16/18 x 10 x 95 G2

81-2241 IN; 16.25/18 x 10 x 95 G2

113

120



F 8 L 914

1968→ D AN 8 12667 cm³ 2V 169 kW 230 PS £ 18,5:1 H 140



87 286 600 SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B



2294 EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III

22155 EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III

2279 IN; 53.5 x 10 x 165 x S - - 45° - 1 - III

22202 IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III



KK-10H

MK-10H



81-2242 EX; 16.045/18.3 x 10 x 83 G2

81-2243 EX; 16.25/18 x 10 x 83 G2

81-2240 IN; 16/18 x 10 x 95 G2

81-2241 IN; 16.25/18 x 10 x 95 G2

114

120



F 10 L 413

09.1970 → 10.1982 D AN 10 14140 cm³ 2V 167-224 kW 227-305 PS £ 18:1 H 125



Series M 270, Series M 310



92 334 800 Cyl. Ø: 120; KH: 90.16; BÜ: 5.09; MT: -39.46; GL: 145.25; piston pin: 45x96; number of piston rings: 4
RTK
R 3 MO G6
M 3
N 3
DSF 6
→ **80 00130 1 1 ...**
not exchangeable against 92 864



80 00130 1 1 000 Cyl. Ø: 120; Set: 1; [R G6 CR 3] [M KA 3] [N 3] [DSF CR 6]
80 00130 1 1 050 120,50 / **80 00130 1 1 100** 121,00



92 334 980 Piston: 92334800; Cylinder liner: 88562110



88 562 110 R - Air-cooled cylinder; finished; A=134 C=145 L=255.1 H=169.9

cont...



TRW
EngineComponents

PIERBURG



DEUTZ

	78 338 600	PAIR HL STD Ø 89.988 / 96.000 / 29.000 / 2.970 St/B/G 78 338 610 0,25 / 78 338 620 0,50 / 78 338 630 0,75, Upper half with slot., 02.1975→	
	78 366 600	PAIR PASS-L STD Ø 89.988 / 96.000 / 40.820 / 2.970 St/B/G 78 366 610 0,25 / 78 366 620 0,50 / 78 366 630 0,75, Upper half with slot., 02.1975→	
	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50	
	87 317 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B	
	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III	KK-10H
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III	MK-10H
	2279	IN; 53.5 x 10 x 165 x S - - 45° - 1 - III	81-2242 EX; 16.045/18.3 x 10 x 83 G2
	22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III	81-2243 EX; 16.25/18 x 10 x 83 G2
			81-2240 IN; 16/18 x 10 x 95 G2
			81-2241 IN; 16.25/18 x 10 x 95 G2

D

115 **120**

F 10 L 413 L 1971 → 1980 D AN 10 14700 cm³ 2V 199-224 kW 270-305 PS € 18:1 130

Series M 270, Series M 310, Series M 340

	80 00132 1 0 000	Cyl. Ø: 120; Set: 1; [T15 G6 CR 3.5] [M KA 3] [N 3] [DSF CR 6] 80 00132 1 0 050 120,50
	88 562 110	R - Air-cooled cylinder; finished; A=134 C=145 L=255.1 H=169.9
	78 338 600	PAIR HL STD Ø 89.988 / 96.000 / 29.000 / 2.970 St/B/G 78 338 610 0,25 / 78 338 620 0,50 / 78 338 630 0,75, Upper half with slot., 02.1975→
	78 366 600	PAIR PASS-L STD Ø 89.988 / 96.000 / 40.820 / 2.970 St/B/G 78 366 610 0,25 / 78 366 620 0,50 / 78 366 630 0,75, Upper half with slot., 02.1975→
	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
	87 317 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

116 **120**

F 12 L 413 09.1972 → 12.1974 D AN 12 16960 cm³ 2V 138-250 kW 188-340 PS € 18:1 125

Series M 340

	92 334 800	Cyl. Ø: 120; KH: 90.16; BÜ: 5.09; MT: -39.46; GL: 145.25; piston pin: 45x96; number of piston rings: 4 RTK R 3 MO G6 M 3 N 3 DSF 6 → 80 00130 1 1 ... not exchangeable against 92 864	
	80 00130 1 1 000	Cyl. Ø: 120; Set: 1; [R G6 CR 3] [M KA 3] [N 3] [DSF CR 6] 80 00130 1 1 050 120,50 / 80 00130 1 1 100 121,00	
	92 334 980	Piston: 92334800; Cylinder liner: 88562110	
	88 562 110	R - Air-cooled cylinder; finished; A=134 C=145 L=255.1 H=169.9	
	78 338 600	PAIR HL STD Ø 89.988 / 96.000 / 29.000 / 2.970 St/B/G 78 338 610 0,25 / 78 338 620 0,50 / 78 338 630 0,75, Upper half with slot., 02.1975→	
	78 366 600	PAIR PASS-L STD Ø 89.988 / 96.000 / 40.820 / 2.970 St/B/G 78 366 610 0,25 / 78 366 620 0,50 / 78 366 630 0,75, Upper half with slot., 02.1975→	
	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50	
	87 316 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B	
	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III	KK-10H
	2279	IN; 53.5 x 10 x 165 x S - - 45° - 1 - III	MK-10H
	81-2242	EX; 16.045/18.3 x 10 x 83 G2	
	81-2243	EX; 16.25/18 x 10 x 83 G2	
	81-2240	IN; 16/18 x 10 x 95 G2	
	81-2241	IN; 16.25/18 x 10 x 95 G2	



TRW
EngineComponents

PIERBURG

DEUTZ

117

125



BF 6 L 413 F

06.1980 → 10.1985 D A 6 9572 cm³ 2V 143-177 kW 195-241 PS £ 16,5:1 H 130



Series DX 230



93 771 600

Cyl. Ø: 125; KH: 87.4; BÜ: 5.25; MT: -18.48; MØ: 74; GL: 138.7; piston pin: 45x107; number of piston rings: 3



Lox, KKK, RTK

T15 3 MO G6

M 2,5

DSF 4 CR

→ **80 00079 1 0 ...**

mot. 07159125→

D



80 00079 1 0 000

Cyl. Ø: 125; Set: 1; [T15 G6 MO 3] [M 2.5] [DSF CR 4]

80 00079 1 0 050 125,50



93 771 960

Piston: 93771600; Cylinder liner: 89030110, mot. 07159125→

93 771 961

Piston: 93771600; Cylinder liner: 89384110, mot. 07159125→



89 030 110

R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5

89 384 110

R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5



78 609 600

PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G

78 609 610 0,25 / **78 609 620** 0,50 / **78 609 630** 0,75 / **78 609 640** 1,00 / **78 609 660** 1,50

78 650 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G

78 650 610 0,25 / **78 650 620** 0,50 / **78 650 630** 0,75 / **78 650 640** 1,00

78 653 600

PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G

78 653 610 0,25 / **78 653 620** 0,50 / **78 653 630** 0,75 / **78 653 640** 1,00

78 695 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 319 600

SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

87 441 600

SET HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G

87 441 610 0,25 / **87 441 620** 0,50 / **87 441 630** 0,75 / **87 441 640** 1,00

87 486 600

SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G

87 486 610 0,25 / **87 486 620** 0,50



2294

EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III

22155

EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III

2254

IN; 53.6 x 10 x 165 x S - - 45° - 1 - III

22202

IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III



KK-10H

MK-10H



81-2258

EX; 16.043/19 x 10 x 78 G2

81-2259

EX; 16.293/19 x 10 x 78 G2

81-2260

EX; 16.543/19 x 10 x 78 G2

81-2255

IN; 16.043/19 x 10 x 95 G2

81-2256

IN; 16.293/19 x 10 x 95 G2

81-2257

IN; 16.543/19 x 10 x 95 G2

50 005 874

118

125



BF 6 L 413 FR

01.1979 → 10.1985 D A 6 9572 cm³ 2V 142-177 kW 193-240 PS £ 16,5:1 H 130



Series DX 230, Series DX 250



93 771 600

Cyl. Ø: 125; KH: 87.4; BÜ: 5.25; MT: -18.48; MØ: 74; GL: 138.7; piston pin: 45x107; number of piston rings: 3



Lox, KKK, RTK

T15 3 MO G6

M 2,5

DSF 4 CR

→ **80 00079 1 0 ...**

mot. 07159125→



80 00079 1 0 000

Cyl. Ø: 125; Set: 1; [T15 G6 MO 3] [M 2.5] [DSF CR 4]

80 00079 1 0 050 125,50



93 771 960

Piston: 93771600; Cylinder liner: 89030110, mot. 07159125→



89 030 110

R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5



89 384 110

R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5



2294

EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III

22155

EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III

2254

IN; 53.6 x 10 x 165 x S - - 45° - 1 - III

22202

IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III



KK-10H

MK-10H



81-2258

EX; 16.043/19 x 10 x 78 G2

81-2259

EX; 16.293/19 x 10 x 78 G2

81-2260

EX; 16.543/19 x 10 x 78 G2

81-2255

IN; 16.043/19 x 10 x 95 G2

81-2256

IN; 16.293/19 x 10 x 95 G2

81-2257

IN; 16.543/19 x 10 x 95 G2

50 005 874



119		125											
	BF 6 L 413 FRC	1978 →	D	A	6	9572 cm ³	2V	170-199 kW	231-271 PS	⊗ 15,8:1		130	
	BF 6 L 513 R	01.1993 → 1996	D	A	6	9572 cm ³	2V	140-183 kW	190-249 PS	⊗ 15,8:1		130	
	AgroStar 8.31												

	92 816 600	Cyl. Ø: 125; KH: 87.54; BÜ: 2.22; MT: -18.62; MØ: 74; GL: 138.7; piston pin: 45x107; number of piston rings: 3 RTK, KKK T15 3,5 MO G6 M 2,5 CR DSF 4 CR → 80 00133 1 1 ...
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	80 00133 1 1 000	Cyl. Ø: 125; Set: 1; [T15 G6 MO 3.5] [M 2.5] [DSF CR 4]
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	92 816 960	Piston: 92816600; Cylinder liner: 89030110
	92 816 961	Piston: 92816600; Cylinder liner: 89384110
	89 030 110	R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5
	89 384 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5

120		125											
	BF 6 L 413 FRT	04.1983 →	D	A	6	9572 cm ³	2V	112-150 kW	152-204 PS	⊗ 17,3:1		130	

	93 771 600	Cyl. Ø: 125; KH: 87.4; BÜ: 5.25; MT: -18.48; MØ: 74; GL: 138.7; piston pin: 45x107; number of piston rings: 3 Lox, KKK, RTK T15 3 MO G6 M 2,5 CR DSF 4 CR → 80 00079 1 0 ... mot. 07159125→
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	80 00079 1 0 000	Cyl. Ø: 125; Set: 1; [T15 G6 MO 3] [M 2.5] [DSF CR 4] 80 00079 1 0 050 125,50
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	93 771 960	Piston: 93771600; Cylinder liner: 89030110, mot. 07159125→
	93 771 961	Piston: 93771600; Cylinder liner: 89384110, mot. 07159125→
	89 030 110	R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5
	89 384 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5

	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III		KK-10H	
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III		MK-10H	
	2254	IN; 53.6 x 10 x 165 x S - - 45° - 1 - III		81-2258	EX; 16.043/19 x 10 x 78 G2
	22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III		81-2259	EX; 16.293/19 x 10 x 78 G2
				81-2260	EX; 16.543/19 x 10 x 78 G2
				81-2255	IN; 16.043/19 x 10 x 95 G2
				81-2256	IN; 16.293/19 x 10 x 95 G2
				81-2257	IN; 16.543/19 x 10 x 95 G2

121		125											
	BF 6 L 413 FRW	1981 → 1992	D	A	6	9572 cm ³	2V	141 kW	192 PS			130	

	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III		KK-10H	
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III		MK-10H	
	2279	IN; 53.5 x 10 x 165 x S - - 45° - 1 - III		81-22103	EX; 16/19 x 10 x 78 G2
	22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III		81-22104	EX; 16.25/19 x 10 x 78 G2
				81-22105	EX; 16.5/19 x 10 x 78 G2
				81-22100	IN; 16/19 x 10 x 90 G2
				81-22101	IN; 16.25/19 x 10 x 90 G2
				81-22102	IN; 16.5/19 x 10 x 90 G2

	50 005 874	
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122		125											
	BF 6 L 413 FW	1976 →	D	A	6	9572 cm ³	2V	112-121 kW	152-165 PS	⊗ 16,5:1		130	

	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
	78 650 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00
	78 653 600	PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00

cont...



TRW
EngineComponents

PIERBURG



DEUTZ

- 78 695 600** PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.
- 87 319 600** SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B
- 87 441 600** SET HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
87 441 610 0,25 / 87 441 620 0,50 / 87 441 630 0,75 / 87 441 640 1,00
- 87 486 600** SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
87 486 610 0,25 / 87 486 620 0,50



- 2294** EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III
- 22155** EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III
- 2279** IN; 53.5 x 10 x 165 x S - - 45° - 1 - III
- 22183** IN; 53.6 x 10 x 165.8 x S - Cr - 30° - 23 - III



- KK-10H**
- MK-10H**
- 81-2258** EX; 16.043/19 x 10 x 78 G2
- 81-2259** EX; 16.293/19 x 10 x 78 G2
- 81-2260** EX; 16.543/19 x 10 x 78 G2
- 81-2255** IN; 16.043/19 x 10 x 95 G2
- 81-2256** IN; 16.293/19 x 10 x 95 G2
- 81-2257** IN; 16.543/19 x 10 x 95 G2

D



50 005 874

123



125



BF 6 L 513 125

06.1986→

D A 6

9572 cm³

2V

182 kW

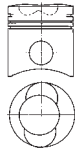
248 PS

£ 15,8:1

130

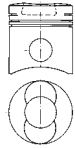


91 043 700



Cyl. Ø: 125; KH: 87.45; BÜ: 5.25; MT: -18.45; MØ: 74; GL: 138.65; piston pin: 45x107; number of piston rings: 3
KKK, RTK
T15 3,5 MO G6
M 2,5 CR
DSF 4 CR
→ **80 00133 1 1 ...**

91 046 700



Cyl. Ø: 125; KH: 87.45; BÜ: 5.25; MT: -21.95; MØ: 64; GL: 138.65; piston pin: 45x107; number of piston rings: 3
RTK, KKK
T15 3,5 MO G6
M 2,5 CR
DSF 4 CR
→ **80 00133 1 1 ...**



80 00133 1 1 000

Cyl. Ø: 125; Set: 1; [T15 G6 MO 3.5] [M 2.5] [DSF CR 4]



91 043 970

Piston: 91043700; Cylinder liner: 89030110

91 043 971

Piston: 91043700; Cylinder liner: 89384110

91 046 970

Piston: 91046700; Cylinder liner: 89030110

91 046 971

Piston: 91046700; Cylinder liner: 89384110



89 030 110

R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5

89 384 110

R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5



78 609 600

PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50

78 650 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G
78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00

78 653 600

PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00

78 695 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 319 600

SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

87 441 600

SET HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
87 441 610 0,25 / 87 441 620 0,50 / 87 441 630 0,75 / 87 441 640 1,00

87 486 600

SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
87 486 610 0,25 / 87 486 620 0,50



- 2294** EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III
- 22155** EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III
- 2279** IN; 53.5 x 10 x 165 x S - - 45° - 1 - III
- 22183** IN; 53.6 x 10 x 165.8 x S - Cr - 30° - 23 - III



- KK-10H**
- MK-10H**
- 81-2258** EX; 16.043/19 x 10 x 78 G2
- 81-2259** EX; 16.293/19 x 10 x 78 G2
- 81-2260** EX; 16.543/19 x 10 x 78 G2
- 81-2255** IN; 16.043/19 x 10 x 95 G2
- 81-2256** IN; 16.293/19 x 10 x 95 G2
- 81-2257** IN; 16.543/19 x 10 x 95 G2



D

124		125											
	BF 6 L 513 C	1975 → 10.1985	D LA 6	9572 cm ³	2V	177 kW	240 PS	ε 16,5:1		130			
	Series DX 230, Series DX 8.30												

	93 771 600	Cyl. Ø: 125; KH: 87.4; BÜ: 5.25; MT: -18.48; MØ: 74; GL: 138.7; piston pin: 45x107; number of piston rings: 3 Lox, KKK, RTK T15 3 MO G6 M 2,5 DSF 4 CR → 80 00079 1 0 ... mot. 07159125→
	80 00079 1 0 000	Cyl. Ø: 125; Set: 1; [T15 G6 MO 3] [M 2.5] [DSF CR 4] 80 00079 1 0 050 125,50
	93 771 960	Piston: 93771600; Cylinder liner: 89030110, mot. 07159125→
	93 771 961	Piston: 93771600; Cylinder liner: 89384110, mot. 07159125→
	89 030 110	R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5
	89 384 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5
	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
	78 650 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00
	78 653 600	PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00
	78 695 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.
	87 319 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B
	87 441 600	SET HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 87 441 610 0,25 / 87 441 620 0,50 / 87 441 630 0,75 / 87 441 640 1,00
	87 486 600	SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 87 486 610 0,25 / 87 486 620 0,50

125		125											
	BF 6 L 513 F		D A 6	9572 cm ³	2V	141 kW	192 PS	ε 17:1		130			
	BF 6 L 513 FW		D AN 6	9572 cm ³	2V	141 kW	192 PS	ε 17:1		130			
	F 6 L 513 FW		D AN 6	9572 cm ³	2V	141 kW	192 PS	ε 17:1		130			


	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
	78 650 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00
	78 653 600	PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00
	78 695 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.
	87 319 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B
	87 441 600	SET HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 87 441 610 0,25 / 87 441 620 0,50 / 87 441 630 0,75 / 87 441 640 1,00
	87 486 600	SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 87 486 610 0,25 / 87 486 620 0,50

126		125											
	BF 6 L 513 RC	03.1988 →	D LA 6	9572 cm ³	2V	180-217 kW	245-295 PS	ε 15,8:1		130			

	92 816 600	Cyl. Ø: 125; KH: 87.54; BÜ: 2.22; MT: -18.62; MØ: 74; GL: 138.7; piston pin: 45x107; number of piston rings: 3 RTK, KKK T15 3,5 MO G6 M 2,5 CR DSF 4 CR → 80 00133 1 1 ...
	80 00133 1 1 000	Cyl. Ø: 125; Set: 1; [T15 G6 MO 3.5] [M 2.5] [DSF CR 4]
	92 816 960	Piston: 92816600; Cylinder liner: 89030110
	92 816 961	Piston: 92816600; Cylinder liner: 89384110
	89 030 110	R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5
	89 384 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5
	50 005 872	



127

 **125**



BF 8 L 413 F

1975 →

D A 8

12763 cm³

2V

190-235 kW

259-320 PS

ε 16,5:1

 130

 **93 771 600**

Cyl. Ø: 125; KH: 87.4; BÜ: 5.25; MT: -18.48; MØ: 74; GL: 138.7; piston pin: 45x107; number of piston rings: 3

Lox, KKK, RTK

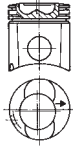
T15 3 MO G6

M 2,5

DSF 4 CR

→ **80 00079 1 0 ...**

mot. 07159125 →



 **80 00079 1 0 000**

Cyl. Ø: 125; Set: 1; [T15 G6 MO 3] [M 2.5] [DSF CR 4]

80 00079 1 0 050 125,50

 **93 771 960**

Piston: 93771600; Cylinder liner: 89030110, mot. 07159125 →

 **93 771 961**

Piston: 93771600; Cylinder liner: 89384110, mot. 07159125 →

 **89 030 110**

R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5

 **89 384 110**

R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5

 **78 609 600**

PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G

78 609 610 0,25 / **78 609 620** 0,50 / **78 609 630** 0,75 / **78 609 640** 1,00 / **78 609 660** 1,50

78 650 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G

78 650 610 0,25 / **78 650 620** 0,50 / **78 650 630** 0,75 / **78 650 640** 1,00

78 653 600

PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G

78 653 610 0,25 / **78 653 620** 0,50 / **78 653 630** 0,75 / **78 653 640** 1,00

78 695 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 318 600

SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

87 440 600

SET HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G

87 440 610 0,25 / **87 440 620** 0,50 / **87 440 630** 0,75 / **87 440 640** 1,00

87 485 600

SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G

87 485 610 0,25 / **87 485 620** 0,50 / **87 485 630** 0,75 / **87 485 640** 1,00

 **50 009 250**

 **2294**
 **22155**
 **2254**
 **22202**

EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III

EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III

IN; 53.6 x 10 x 165 x S - - 45° - 1 - III

IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III

 **KK-10H**
 **MK-10H**

 **81-2258** EX; 16.043/19 x 10 x 78 G2

 **81-2259** EX; 16.293/19 x 10 x 78 G2

 **81-2260** EX; 16.543/19 x 10 x 78 G2

 **81-2255** IN; 16.043/19 x 10 x 95 G2

 **81-2256** IN; 16.293/19 x 10 x 95 G2

 **81-2257** IN; 16.543/19 x 10 x 95 G2

 **50 005 368**

128

 **125**



BF 8 L 413 FRW

1981 → 1992

D A 8


12763 cm³

2V

180 kW

245 PS

 130

 **89 030 110**

R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5

 **89 384 110**

R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5

 **2294**

EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III

 **22155**

EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III

 **2279**

IN; 53.5 x 10 x 165 x S - - 45° - 1 - III

 **22202**

IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III

 **KK-10H**
 **MK-10H**

 **81-22103** EX; 16/19 x 10 x 78 G2

 **81-22104** EX; 16.25/19 x 10 x 78 G2

 **81-22105** EX; 16.5/19 x 10 x 78 G2

 **81-22100** IN; 16/19 x 10 x 90 G2

 **81-22101** IN; 16.25/19 x 10 x 90 G2

 **81-22102** IN; 16.5/19 x 10 x 90 G2

129

 **125**



BF 8 L 413 FW


1976 →

D A 8

12763 cm³

2V

 130

 **50 009 250**

 **2294**

EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III

 **22155**

EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III

 **2279**

IN; 53.5 x 10 x 165 x S - - 45° - 1 - III

 **22183**

IN; 53.6 x 10 x 165.8 x S - Cr - 30° - 23 - III

 **KK-10H**
 **MK-10H**

 **81-2258** EX; 16.043/19 x 10 x 78 G2

 **81-2259** EX; 16.293/19 x 10 x 78 G2

 **81-2260** EX; 16.543/19 x 10 x 78 G2

cont...



81-2255	IN; 16.043/19 x 10 x 95 G2
81-2256	IN; 16.293/19 x 10 x 95 G2
81-2257	IN; 16.543/19 x 10 x 95 G2

50 005 368

130 **125**
BF 8 L 513 125 1983→ D A 8 12763 cm³ 2V 160-250 kW 218-340 PS ξ 15,8:1 130

91 043 700 Cyl. Ø: 125; KH: 87.45; BÜ: 5.25; MT: -18.45; MØ: 74; GL: 138.65; piston pin: 45x107; number of piston rings: 3
 KKK, RTK
 T15 3,5 MO G6
 M 2,5 CR
 DSF 4 CR
 → **80 00133 1 1 ...**

91 046 700 Cyl. Ø: 125; KH: 87.45; BÜ: 5.25; MT: -21.95; MØ: 64; GL: 138.65; piston pin: 45x107; number of piston rings: 3
 RTK, KKK
 T15 3,5 MO G6
 M 2,5 CR
 DSF 4 CR
 → **80 00133 1 1 ...**

80 00133 1 1 000 Cyl. Ø: 125; Set: 1; [T15 G6 MO 3.5] [M 2.5] [DSF CR 4]

91 043 970 Piston: 91043700; Cylinder liner: 89030110
91 043 971 Piston: 91043700; Cylinder liner: 89384110
91 046 970 Piston: 91046700; Cylinder liner: 89030110
91 046 971 Piston: 91046700; Cylinder liner: 89384110

89 030 110 R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5
89 384 110 R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5

78 609 600 PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50

78 650 600 PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G
78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00

78 653 600 PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00

78 695 600 PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 318 600 SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

87 440 600 SET HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
87 440 610 0,25 / 87 440 620 0,50 / 87 440 630 0,75 / 87 440 640 1,00

87 485 600 SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
87 485 610 0,25 / 87 485 620 0,50 / 87 485 630 0,75 / 87 485 640 1,00

2294 EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III
22155 EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III
2279 IN; 53.5 x 10 x 165 x S - - 45° - 1 - III
22183 IN; 53.6 x 10 x 165.8 x S - Cr - 30° - 23 - III

KK-10H	
MK-10H	
81-2258	EX; 16.043/19 x 10 x 78 G2
81-2259	EX; 16.293/19 x 10 x 78 G2
81-2260	EX; 16.543/19 x 10 x 78 G2
81-2255	IN; 16.043/19 x 10 x 95 G2
81-2256	IN; 16.293/19 x 10 x 95 G2
81-2257	IN; 16.543/19 x 10 x 95 G2

131 **125**
BF 8 L 513 C D LA 8 17180 cm³ 2V 212-235 kW 288-320 PS ξ 16,5:1 130

93 771 600 Cyl. Ø: 125; KH: 87.4; BÜ: 5.25; MT: -18.48; MØ: 74; GL: 138.7; piston pin: 45x107; number of piston rings: 3
 Lox, KKK, RTK
 T15 3 MO G6
 M 2,5
 DSF 4 CR
 → **80 00079 1 0 ...**
 mot. 07159125→

80 00079 1 0 000 Cyl. Ø: 125; Set: 1; [T15 G6 MO 3] [M 2.5] [DSF CR 4]
80 00079 1 0 050 125,50

93 771 960 Piston: 93771600; Cylinder liner: 89030110, mot. 07159125→
93 771 961 Piston: 93771600; Cylinder liner: 89384110, mot. 07159125→

cont...



TRW
EngineComponents

PIERBURG



DEUTZ

D

	89 030 110	R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5
	89 384 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5
	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
	78 650 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00
	78 653 600	PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00
	78 695 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.
	87 318 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B
	87 440 600	SET HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 87 440 610 0,25 / 87 440 620 0,50 / 87 440 630 0,75 / 87 440 640 1,00
	87 485 600	SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 87 485 610 0,25 / 87 485 620 0,50 / 87 485 630 0,75 / 87 485 640 1,00

132

125



BF 10 L 413 F

1982 → 08.1983

D A 10

15953 cm³

2V

206-294 kW

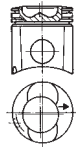
280-400 PS

£ 16,5:1

130



Series M 320



93 771 600

Cyl. Ø: 125; KH: 87.4; BÜ: 5.25; MT: -18.48; MØ: 74; GL: 138.7; piston pin: 45x107; number of piston rings: 3
Lox, KKK, RTK

T15 3 MO G6

M 2,5

DSF 4 CR

→ **80 00079 1 0 ...**

mot. 07159125→



80 00079 1 0 000

Cyl. Ø: 125; Set: 1; [T15 G6 MO 3] [M 2.5] [DSF CR 4]
80 00079 1 0 050 125,50



93 771 960

Piston: 93771600; Cylinder liner: 89030110, mot. 07159125→



93 771 961

Piston: 93771600; Cylinder liner: 89384110, mot. 07159125→



89 030 110

R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5



89 384 110

R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5



78 609 600

PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50



78 650 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G
78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00



78 653 600

PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00



78 695 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.



87 317 600

SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B



2294

EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III



22155

EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III



2279

IN; 53.5 x 10 x 165 x S - - 45° - 1 - III



KK-10H

MK-10H



81-2258

EX; 16.043/19 x 10 x 78 G2

81-2259

EX; 16.293/19 x 10 x 78 G2

81-2260

EX; 16.543/19 x 10 x 78 G2

81-2255

IN; 16.043/19 x 10 x 95 G2

81-2256

IN; 16.293/19 x 10 x 95 G2

81-2257

IN; 16.543/19 x 10 x 95 G2

50 005 873

133

125



BF 10 L 413 FRW

1981 → 1992

D A 10

15953 cm³

2V

224 kW

305 PS

130



BF 12 L 413 FRW

1981 → 1992

D A 12

19140 cm³

2V

268 kW

364 PS

130



2294

EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III



22155

EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III



2279

IN; 53.5 x 10 x 165 x S - - 45° - 1 - III



22202

IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III



KK-10H

MK-10H



81-22103

EX; 16/19 x 10 x 78 G2

81-22104

EX; 16.25/19 x 10 x 78 G2

81-22105

EX; 16.5/19 x 10 x 78 G2

81-22100

IN; 16/19 x 10 x 90 G2

81-22101

IN; 16.25/19 x 10 x 90 G2

81-22102

IN; 16.5/19 x 10 x 90 G2



134 **125**

	BF 10 L 413 FW	1976 →	D A 10	15953 cm ³	2V	188-200 kW	256-275 PS	ε 16,5:1	130
	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50							
	78 650 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00							
	78 653 600	PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00							
	78 695 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.							
	87 317 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B							
	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III							
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III							
	2279	IN; 53.5 x 10 x 165 x S - - 45° - 1 - III							
	22183	IN; 53.6 x 10 x 165.8 x S - Cr - 30° - 23 - III							
			KK-10H						
			MK-10H						
			81-2258	EX; 16.043/19 x 10 x 78 G2					
			81-2259	EX; 16.293/19 x 10 x 78 G2					
			81-2260	EX; 16.543/19 x 10 x 78 G2					
			81-2255	IN; 16.043/19 x 10 x 95 G2					
			81-2256	IN; 16.293/19 x 10 x 95 G2					
			81-2257	IN; 16.543/19 x 10 x 95 G2					

D

50 005 873

135 **125**

	BF 10 L 513 125	1982 →	D A 10	15953 cm ³	2V	218-305 kW	296-415 PS	ε 15,8:1	130
	91 043 700	Cyl. Ø: 125; KH: 87.45; BÜ: 5.25; MT: -18.45; MØ: 74; GL: 138.65; piston pin: 45x107; number of piston rings: 3 KKK, RTK T15 3,5 MO G6 M 2,5 CR DSF 4 CR → 80 00133 1 1 ...							
	91 046 700	Cyl. Ø: 125; KH: 87.45; BÜ: 5.25; MT: -21.95; MØ: 64; GL: 138.65; piston pin: 45x107; number of piston rings: 3 RTK, KKK T15 3,5 MO G6 M 2,5 CR DSF 4 CR → 80 00133 1 1 ...							
	80 00133 1 1 000	Cyl. Ø: 125; Set: 1; [T15 G6 MO 3.5] [M 2.5] [DSF CR 4]							
	91 043 970	Piston: 91043700; Cylinder liner: 89030110							
	91 043 971	Piston: 91043700; Cylinder liner: 89384110							
	91 046 970	Piston: 91046700; Cylinder liner: 89030110							
	91 046 971	Piston: 91046700; Cylinder liner: 89384110							
	89 030 110	R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5							
	89 384 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5							
	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50							
	78 650 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00							
	78 653 600	PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00							
	78 695 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.							
	87 317 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B							
	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III							
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III							
	2279	IN; 53.5 x 10 x 165 x S - - 45° - 1 - III							
	22183	IN; 53.6 x 10 x 165.8 x S - Cr - 30° - 23 - III							
			KK-10H						
			MK-10H						
			81-2258	EX; 16.043/19 x 10 x 78 G2					
			81-2259	EX; 16.293/19 x 10 x 78 G2					
			81-2260	EX; 16.543/19 x 10 x 78 G2					
			81-2255	IN; 16.043/19 x 10 x 95 G2					
			81-2256	IN; 16.293/19 x 10 x 95 G2					
			81-2257	IN; 16.543/19 x 10 x 95 G2					



TRW
EngineComponents

PIERBURG



DEUTZ

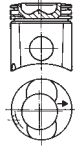
136

125



BF 10 L 513 C

D LA 10 15953 cm³ 2V 265-294 kW 360-400 PS £16,5:1 H 130



Cyl. Ø: 125; KH: 87.4; BÜ: 5.25; MT: -18.48; MØ: 74; GL: 138.7; piston pin: 45x107; number of piston rings: 3

Lox, KKK, RTK

T15 3 MO G6

M 2,5

DSF 4 CR

→ 80 00079 1 0 ...

mot. 07159125→



80 00079 1 0 000

Cyl. Ø: 125; Set: 1; [T15 G6 MO 3] [M 2.5] [DSF CR 4]

80 00079 1 0 050 125,50



93 771 960

Piston: 93771600; Cylinder liner: 89030110, mot. 07159125→

93 771 961

Piston: 93771600; Cylinder liner: 89384110, mot. 07159125→



89 030 110

R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5

89 384 110

R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5



78 609 600

PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G

78 609 610 0,25 / **78 609 620** 0,50 / **78 609 630** 0,75 / **78 609 640** 1,00 / **78 609 660** 1,50

78 650 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G

78 650 610 0,25 / **78 650 620** 0,50 / **78 650 630** 0,75 / **78 650 640** 1,00

78 653 600

PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G

78 653 610 0,25 / **78 653 620** 0,50 / **78 653 630** 0,75 / **78 653 640** 1,00

78 695 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 317 600

SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

137

125



BF 10 L 513 F

D A 10 15953 cm³ 2V 253 kW 320 PS £17:1 H 130



78 609 600

PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G

78 609 610 0,25 / **78 609 620** 0,50 / **78 609 630** 0,75 / **78 609 640** 1,00 / **78 609 660** 1,50

78 650 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G

78 650 610 0,25 / **78 650 620** 0,50 / **78 650 630** 0,75 / **78 650 640** 1,00

78 653 600

PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G

78 653 610 0,25 / **78 653 620** 0,50 / **78 653 630** 0,75 / **78 653 640** 1,00

78 695 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 317 600

SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

138

125



BF 12 L 413 F

1975→08.1983

D A 12 19144 cm³ 2V 286-353 kW 389-480 PS £16,5:1 H 130



93 771 600

Cyl. Ø: 125; KH: 87.4; BÜ: 5.25; MT: -18.48; MØ: 74; GL: 138.7; piston pin: 45x107; number of piston rings: 3

Lox, KKK, RTK

T15 3 MO G6

M 2,5

DSF 4 CR

→ 80 00079 1 0 ...

mot. 07159125→



80 00079 1 0 000

Cyl. Ø: 125; Set: 1; [T15 G6 MO 3] [M 2.5] [DSF CR 4]

80 00079 1 0 050 125,50



93 771 960

Piston: 93771600; Cylinder liner: 89030110, mot. 07159125→



93 771 961

Piston: 93771600; Cylinder liner: 89384110, mot. 07159125→



89 030 110

R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5



89 384 110

R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5



78 609 600

PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G

78 609 610 0,25 / **78 609 620** 0,50 / **78 609 630** 0,75 / **78 609 640** 1,00 / **78 609 660** 1,50

78 650 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G

78 650 610 0,25 / **78 650 620** 0,50 / **78 650 630** 0,75 / **78 650 640** 1,00

78 653 600

PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G

78 653 610 0,25 / **78 653 620** 0,50 / **78 653 630** 0,75 / **78 653 640** 1,00

78 695 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 316 600

SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B



2294

EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III



22155

EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III

2254

IN; 53.6 x 10 x 165 x S - - 45° - 1 - III

22202

IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III



KK-10H

MK-10H



81-2258

EX; 16.043/19 x 10 x 78 G2

81-2259

EX; 16.293/19 x 10 x 78 G2

81-2260

EX; 16.543/19 x 10 x 78 G2

81-2255

IN; 16.043/19 x 10 x 95 G2

81-2256

IN; 16.293/19 x 10 x 95 G2

cont...



TRW
EngineComponents

PIERBURG



DEUTZ

81-2257

IN; 16.543/19 x 10 x 95 G2

50 005 873

139

125



BF 12 L 413 FW

1976 →

D A 12 19144 cm³

2V

228-287 kW 310-390 PS

ε 16,5:1

130



78 609 600

PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G

78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50

78 650 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G

78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00

78 653 600

PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G

78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00

78 695 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 316 600

SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B



2294

EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III

22155

EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III

2279

IN; 53.5 x 10 x 165 x S - - 45° - 1 - III

22183

IN; 53.6 x 10 x 165.8 x S - Cr - 30° - 23 - III



KK-10H

MK-10H



81-2258

EX; 16.043/19 x 10 x 78 G2

81-2259

EX; 16.293/19 x 10 x 78 G2

81-2260

EX; 16.543/19 x 10 x 78 G2

81-2255

IN; 16.043/19 x 10 x 95 G2

81-2256

IN; 16.293/19 x 10 x 95 G2

81-2257

IN; 16.543/19 x 10 x 95 G2

50 005 873

140

125



BF 12 L 513 125

03.1989 →

D A 12 19144 cm³

2V

300-367 kW 408-499 PS

ε 15,8:1

130



91 043 700

Cyl. Ø: 125; KH: 87.45; BÜ: 5.25; MT: -18.45; MØ: 74; GL: 138.65; piston pin: 45x107; number of piston rings: 3

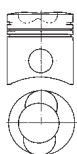
KKK, RTK

T15 3,5 MO G6

M 2,5 CR

DSF 4 CR

→ 80 00133 1 1 ...



91 046 700

Cyl. Ø: 125; KH: 87.45; BÜ: 5.25; MT: -21.95; MØ: 64; GL: 138.65; piston pin: 45x107; number of piston rings: 3

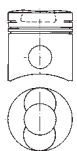
RTK, KKK

T15 3,5 MO G6

M 2,5 CR

DSF 4 CR

→ 80 00133 1 1 ...



80 00133 1 1 000

Cyl. Ø: 125; Set: 1; [T15 G6 MO 3.5] [M 2.5] [DSF CR 4]



91 043 970

Piston: 91043700; Cylinder liner: 89030110

91 043 971

Piston: 91043700; Cylinder liner: 89384110

91 046 970

Piston: 91046700; Cylinder liner: 89030110

91 046 971

Piston: 91046700; Cylinder liner: 89384110



89 030 110

R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5

89 384 110

R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5



78 609 600

PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G

78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50

78 650 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G

78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00

78 653 600

PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G

78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00

78 695 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 316 600

SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B



2294

EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III

22155

EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III

2279

IN; 53.5 x 10 x 165 x S - - 45° - 1 - III

22183

IN; 53.6 x 10 x 165.8 x S - Cr - 30° - 23 - III



KK-10H

MK-10H



81-2258

EX; 16.043/19 x 10 x 78 G2

81-2259

EX; 16.293/19 x 10 x 78 G2

81-2260

EX; 16.543/19 x 10 x 78 G2

81-2255

IN; 16.043/19 x 10 x 95 G2

81-2256

IN; 16.293/19 x 10 x 95 G2

81-2257

IN; 16.543/19 x 10 x 95 G2



TRW
EngineComponents

PIERBURG



DEUTZ

141

125



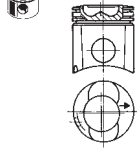
BF 12 L 513 C

01.1985 →

D LA 12 19144 cm³ 2V 328-405 kW 446-551 PS £ 15,8:1 H 130

93 771 600

Cyl. Ø: 125; KH: 87.4; BÜ: 5.25; MT: -18.48; MØ: 74; GL: 138.7; piston pin: 45x107; number of piston rings: 3



Lox, KKK, RTK

T15 3 MO G6

M 2,5

DSF 4 CR

→ **80 00079 1 0 ...**

mot. 07159125 →



80 00079 1 0 000

Cyl. Ø: 125; Set: 1; [T15 G6 MO 3] [M 2.5] [DSF CR 4]

80 00079 1 0 050 125,50



93 771 960

Piston: 93771600; Cylinder liner: 89030110, mot. 07159125 →



93 771 961

Piston: 93771600; Cylinder liner: 89384110, mot. 07159125 →



89 030 110

R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5



89 384 110

R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5



78 609 600

PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G

78 609 610 0,25 / **78 609 620** 0,50 / **78 609 630** 0,75 / **78 609 640** 1,00 / **78 609 660** 1,50

78 650 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G

78 650 610 0,25 / **78 650 620** 0,50 / **78 650 630** 0,75 / **78 650 640** 1,00

78 653 600

PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G

78 653 610 0,25 / **78 653 620** 0,50 / **78 653 630** 0,75 / **78 653 640** 1,00

78 695 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 316 600

SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

142

125



BF 12 L 513 F

D A 12 19144 cm³ 2V 282 kW 384 PS £ 17:1 H 130

BF 12 L 513 FW

D A 12 19144 cm³ 2V 282 kW 384 PS £ 17:1 H 130

F 12 L 513 FW

D AN 12 19144 cm³ 2V 282 kW 384 PS £ 17:1 H 130



78 609 600

PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G

78 609 610 0,25 / **78 609 620** 0,50 / **78 609 630** 0,75 / **78 609 640** 1,00 / **78 609 660** 1,50

78 650 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G

78 650 610 0,25 / **78 650 620** 0,50 / **78 650 630** 0,75 / **78 650 640** 1,00

78 653 600

PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G

78 653 610 0,25 / **78 653 620** 0,50 / **78 653 630** 0,75 / **78 653 640** 1,00

78 695 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 316 600

SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

143

125



F 4 L 413 F

1975 →

D AN 4 6381 cm³ 2V 83 kW 113 PS £ 18:1 H 130

F 4 L 413 FR

1978 → 1991

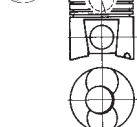
D AN 4 6381 cm³ 2V 94 kW 128 PS £ 18:1 H 130



93 224 600

Cyl. Ø: 125; KH: 87.49; BÜ: 5.16; MT: -47; MØ: 48; GL: 138.7; piston pin: 45x102; number of piston rings: 3

93 224 610 125,50 / **93 224 620** 126,00



Lox, RTK

T15 3 MO G6

M 2,5

DSF 4 CR

→ **80 00078 1 1 ...**



80 00078 1 1 000

Cyl. Ø: 125; Set: 1; [T15 G6 IF CR 3] [NM 2.5] [DSF CR 4]

80 00078 1 1 050 125,50 / **80 00078 1 1 100** 126,00



93 224 960

Piston: 93224600; Cylinder liner: 89030110



93 224 961

Piston: 93224600; Cylinder liner: 89384110



89 030 110

R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5



89 384 110

R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5



2294

EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III

22155

EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III

2254

IN; 53.6 x 10 x 165 x S - - 45° - 1 - III

22202

IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III



KK-10H

MK-10H



81-2252

EX; 16/ x 10 x 83 G2 - CC

81-2253

EX; 16.25/ x 10 x 83 G2

81-2254

EX; 16.5/ x 10 x 83 G2 - CC

81-2249

IN; 16/ x 10 x 95 G2 - CC

81-2250

IN; 16.25/ x 10 x 95 G2

81-2251

IN; 16.5/ x 10 x 95 G2



144		125	
	F 5 L 413 F	1975 →	D AN 5 7976 cm ³ 2V 109 kW 148 PS ξ 18:1 \bar{H} 130
	F 5 L 413 FR	1975 → 1993	D AN 5 7976 cm ³ 2V 94-118 kW 128-160 PS ξ 18:1 \bar{H} 130
	93 224 600	Cyl. \varnothing : 125; KH: 87.49; BÜ: 5.16; MT: -47; M \varnothing : 48; GL: 138.7; piston pin: 45x102; number of piston rings: 3	
	93 224 610	125,50 / 93 224 620 126,00	
	93 224 600	Lox, RTK	
	93 224 600	T15 3 MO G6	
	93 224 600	M 2,5	
	93 224 600	DSF 4 CR	
	93 224 600	→ 80 00078 1 1 ...	
	80 00078 1 1 000	Cyl. \varnothing : 125; Set: 1; [T15 G6 IF CR 3] [NM 2.5] [DSF CR 4]	
	80 00078 1 1 000	80 00078 1 1 050 125,50 / 80 00078 1 1 100 126,00	
	93 224 960	Piston: 93224600; Cylinder liner: 89030110	
	93 224 961	Piston: 93224600; Cylinder liner: 89384110	
	89 030 110	R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5	
	89 384 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5	

145		125	
	F 6 L 413 F	10.1977 → 12.1982	D AN 6 9572 cm ³ 2V 104-188 kW 141-256 PS ξ 18:1 \bar{H} 130
	Series M 192, Series M 230		
	93 224 600	Cyl. \varnothing : 125; KH: 87.49; BÜ: 5.16; MT: -47; M \varnothing : 48; GL: 138.7; piston pin: 45x102; number of piston rings: 3	
	93 224 610	125,50 / 93 224 620 126,00	
	93 224 600	Lox, RTK	
	93 224 600	T15 3 MO G6	
	93 224 600	M 2,5	
	93 224 600	DSF 4 CR	
	93 224 600	→ 80 00078 1 1 ...	
	80 00078 1 1 000	Cyl. \varnothing : 125; Set: 1; [T15 G6 IF CR 3] [NM 2.5] [DSF CR 4]	
	80 00078 1 1 000	80 00078 1 1 050 125,50 / 80 00078 1 1 100 126,00	
	93 224 960	Piston: 93224600; Cylinder liner: 89030110	
	93 224 961	Piston: 93224600; Cylinder liner: 89384110	
	89 030 110	R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5	
	89 384 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5	
	78 609 600	PAIR PL STD \varnothing 74.990 / 80.000 / 27.800 / 2.475 St/B/G	
	78 609 610	0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50	
	78 650 600	PAIR HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G	
	78 650 610	0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00	
	78 653 600	PAIR PASS-L STD \varnothing 94.988 / 101.000 / 40.820 / 2.970 St/B/G	
	78 653 610	0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00	
	78 695 600	PAIR HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.	
	87 319 600	SET PL-B STD \varnothing 45.000 / 48.000 / 39.600 / 1.479 St/B	
	87 441 600	SET HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD \varnothing 94.988 / 101.000 / 40.820 / 2.970 St/B/G	
	87 441 610	0,25 / 87 441 620 0,50 / 87 441 630 0,75 / 87 441 640 1,00	
	87 486 600	SET PL STD \varnothing 74.990 / 80.000 / 27.800 / 2.475 St/B/G	
	87 486 610	0,25 / 87 486 620 0,50	
	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III	
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III	
	2254	IN; 53.6 x 10 x 165 x S - - 45° - 1 - III	
	22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III	
	KK-10H		
	MK-10H		
	81-2252	EX; 16/ x 10 x 83 G2 - CC	
	81-2253	EX; 16.25/ x 10 x 83 G2	
	81-2254	EX; 16.5/ x 10 x 83 G2 - CC	
	81-2249	IN; 16/ x 10 x 95 G2 - CC	
	81-2250	IN; 16.25/ x 10 x 95 G2	
	81-2251	IN; 16.5/ x 10 x 95 G2	
	50 005 874		

146		125	
	F 6 L 413 FR	1975 → 1993	D AN 6 9572 cm ³ 2V 112-141 kW 153-192 PS ξ 18:1 \bar{H} 130
	93 224 600	Cyl. \varnothing : 125; KH: 87.49; BÜ: 5.16; MT: -47; M \varnothing : 48; GL: 138.7; piston pin: 45x102; number of piston rings: 3	
	93 224 610	125,50 / 93 224 620 126,00	
	93 224 600	Lox, RTK	
	93 224 600	T15 3 MO G6	
	93 224 600	M 2,5	
	93 224 600	DSF 4 CR	
	93 224 600	→ 80 00078 1 1 ...	

cont...



TRW
EngineComponents

PIERBURG



DEUTZ

D

	80 00078 1 1 000	Cyl. Ø: 125; Set: 1; [T15 G6 IF CR 3] [NM 2.5] [DSF CR 4] 80 00078 1 1 050 125,50 / 80 00078 1 1 100 126,00
	93 224 960	Piston: 93224600; Cylinder liner: 89030110
	93 224 961	Piston: 93224600; Cylinder liner: 89384110
	89 030 110	R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5
	89 384 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5
	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III
	2254	IN; 53.6 x 10 x 165 x S - - 45° - 1 - III
	22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III
		KK-10H
		MK-10H
	81-2252	EX; 16/ x 10 x 83 G2 - CC
	81-2253	EX; 16.25/ x 10 x 83 G2
	81-2254	EX; 16.5/ x 10 x 83 G2 - CC
	81-2249	IN; 16/ x 10 x 95 G2 - CC
	81-2250	IN; 16.25/ x 10 x 95 G2
	81-2251	IN; 16.5/ x 10 x 95 G2

50 005 874

147



125

	F 6 L 413 FRW	1984→	D AN 6	9572 cm ³	2V	102 kW	139 PS	£ 13,5:1	130
	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III							
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III							
	2254	IN; 53.6 x 10 x 165 x S - - 45° - 1 - III							
	22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III							
									KK-10H
									MK-10H
	81-2258	EX; 16.043/19 x 10 x 78 G2							
	81-2259	EX; 16.293/19 x 10 x 78 G2							
	81-2260	EX; 16.543/19 x 10 x 78 G2							
	81-2255	IN; 16.043/19 x 10 x 95 G2							
	81-2256	IN; 16.293/19 x 10 x 95 G2							
	81-2257	IN; 16.543/19 x 10 x 95 G2							

50 005 874

148



125

	F 6 L 413 FW	07.1976→	D AN 6	9572 cm ³	2V	96-121 kW	130-165 PS	£ 18:1	130
	80 00079 1 0 000	Cyl. Ø: 125; Set: 1; [T15 G6 MO 3] [M 2.5] [DSF CR 4] 80 00079 1 0 050 125,50							
	89 030 110	R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5							
	89 384 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5							
	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50							
	78 650 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00							
	78 653 600	PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00							
	78 695 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.							
	87 319 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B							
	87 441 600	SET HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 87 441 610 0,25 / 87 441 620 0,50 / 87 441 630 0,75 / 87 441 640 1,00							
	87 486 600	SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 87 486 610 0,25 / 87 486 620 0,50							

50 005 874

149



125

	F 6 L 413 FZ	09.1988→	D AN 6	9572 cm ³	2V	150 kW	204 PS		130
	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III							
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III							
	2254	IN; 53.6 x 10 x 165 x S - - 45° - 1 - III							
	22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III							
									KK-10H
									MK-10H



D

150 **125**

F 8 L 413 F 10.1977 → 12.1987 D AN 8 12763 cm³ 2V 147-188 kW 200-255 PS ξ 18:1 130
Serie SF 3008, Series M 1620, Series M 230

	93 224 600	Cyl. Ø: 125; KH: 87.49; BÜ: 5.16; MT: -47; MØ: 48; GL: 138.7; piston pin: 45x102; number of piston rings: 3 93 224 610 125,50 / 93 224 620 126,00 Lox, RTK T15 3 MO G6 M 2,5 DSF 4 CR → 80 00078 1 1 ...	
	80 00078 1 1 000	Cyl. Ø: 125; Set: 1; [T15 G6 IF CR 3] [NM 2.5] [DSF CR 4] 80 00078 1 1 050 125,50 / 80 00078 1 1 100 126,00	
	93 224 960	Piston: 93224600; Cylinder liner: 89030110	
	93 224 961	Piston: 93224600; Cylinder liner: 89384110	
	89 030 110	R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5	
	89 384 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5	
	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50	
	78 650 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00	
	78 653 600	PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00	
	78 695 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.	
	87 318 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B	
	87 440 600	SET HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 87 440 610 0,25 / 87 440 620 0,50 / 87 440 630 0,75 / 87 440 640 1,00	
	87 485 600	SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 87 485 610 0,25 / 87 485 620 0,50 / 87 485 630 0,75 / 87 485 640 1,00	
	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III	KK-10H
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III	MK-10H
	2254	IN; 53.6 x 10 x 165 x S - - 45° - 1 - III	81-2252 EX; 16/ x 10 x 83 G2 - CC
	22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III	81-2253 EX; 16.25/ x 10 x 83 G2
			81-2254 EX; 16.5/ x 10 x 83 G2 - CC
			81-2249 IN; 16/ x 10 x 95 G2 - CC
			81-2250 IN; 16.25/ x 10 x 95 G2
			81-2251 IN; 16.5/ x 10 x 95 G2

50 005 368

151 **125**

F 8 L 413 FW 1976 → D AN 8 12763 cm³ 2V 129-136 kW 176-185 PS ξ 18:1 130

	80 00079 1 0 000	Cyl. Ø: 125; Set: 1; [T15 G6 MO 3] [M 2.5] [DSF CR 4] 80 00079 1 0 050 125,50	
	89 030 110	R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5	
	89 384 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5	
	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50	
	78 650 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00	
	78 653 600	PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00	
	78 695 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.	
	87 318 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B	
	87 440 600	SET HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 87 440 610 0,25 / 87 440 620 0,50 / 87 440 630 0,75 / 87 440 640 1,00	
	87 485 600	SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 87 485 610 0,25 / 87 485 620 0,50 / 87 485 630 0,75 / 87 485 640 1,00	

50 005 368



TRW
EngineComponents

PIERBURG



DEUTZ

152

125



F 8 L 413 FZ

D AN 8 12763 cm³ 2V 188 kW 256 PS £ 17,5:1 H 130



78 609 600 PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
78 609 610 0,25 / **78 609 620** 0,50 / **78 609 630** 0,75 / **78 609 640** 1,00 / **78 609 660** 1,50

78 650 600 PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G
78 650 610 0,25 / **78 650 620** 0,50 / **78 650 630** 0,75 / **78 650 640** 1,00

78 653 600 PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
78 653 610 0,25 / **78 653 620** 0,50 / **78 653 630** 0,75 / **78 653 640** 1,00

78 695 600 PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 318 600 SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

87 440 600 SET HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G

87 440 610 0,25 / **87 440 620** 0,50 / **87 440 630** 0,75 / **87 440 640** 1,00

87 485 600 SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
87 485 610 0,25 / **87 485 620** 0,50 / **87 485 630** 0,75 / **87 485 640** 1,00

153

125



F 10 L 413 F

D AN 10 15953 cm³ 2V 173-235 kW 235-320 PS £ 18:1 H 130



Serie SF 4010, Series M 320



93 224 600 Cyl. Ø: 125; KH: 87.49; BÜ: 5.16; MT: -47; MØ: 48; GL: 138.7; piston pin: 45x102; number of piston rings: 3
93 224 610 125,50 / **93 224 620** 126,00

Lox, RTK
T15 3 MO G6
M 2,5
DSF 4 CR
→ **80 00078 1 1 ...**

80 00078 1 1 000 Cyl. Ø: 125; Set: 1; [T15 G6 IF CR 3] [NM 2.5] [DSF CR 4]
80 00078 1 1 050 125,50 / **80 00078 1 1 100** 126,00



93 224 960 Piston: 93224600; Cylinder liner: 89030110



93 224 961 Piston: 93224600; Cylinder liner: 89384110



89 030 110 R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5



89 384 110 R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5



78 609 600 PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
78 609 610 0,25 / **78 609 620** 0,50 / **78 609 630** 0,75 / **78 609 640** 1,00 / **78 609 660** 1,50

78 650 600 PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G
78 650 610 0,25 / **78 650 620** 0,50 / **78 650 630** 0,75 / **78 650 640** 1,00

78 653 600 PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
78 653 610 0,25 / **78 653 620** 0,50 / **78 653 630** 0,75 / **78 653 640** 1,00

78 695 600 PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 317 600 SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B



2294 EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III



22155 EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III

2254 IN; 53.6 x 10 x 165 x S - - 45° - 1 - III

22202 IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III



KK-10H

MK-10H



81-2252 EX; 16/ x 10 x 83 G2 - CC

81-2253 EX; 16.25/ x 10 x 83 G2

81-2254 EX; 16.5/ x 10 x 83 G2 - CC

81-2249 IN; 16/ x 10 x 95 G2 - CC

81-2250 IN; 16.25/ x 10 x 95 G2

81-2251 IN; 16.5/ x 10 x 95 G2

50 005 873

154

125



F 10 L 413 FW

1976 →

D AN 10 15953 cm³ 2V 161-202 kW 219-275 PS £ 18:1 H 130



80 00079 1 0 000 Cyl. Ø: 125; Set: 1; [T15 G6 MO 3] [M 2.5] [DSF CR 4]
80 00079 1 0 050 125,50



89 030 110 R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5



89 384 110 R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5



78 609 600 PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
78 609 610 0,25 / **78 609 620** 0,50 / **78 609 630** 0,75 / **78 609 640** 1,00 / **78 609 660** 1,50

78 650 600 PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G
78 650 610 0,25 / **78 650 620** 0,50 / **78 650 630** 0,75 / **78 650 640** 1,00

78 653 600 PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
78 653 610 0,25 / **78 653 620** 0,50 / **78 653 630** 0,75 / **78 653 640** 1,00

78 695 600 PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 317 600 SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

cont...



TRW
EngineComponents

PIERBURG



DEUTZ



50 005 873

155



125



F 10 L 413 FZ

1981 →

D AN 10 15953 cm³ 2V

130



78 609 600

PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
78 609 610 0,25 / **78 609 620** 0,50 / **78 609 630** 0,75 / **78 609 640** 1,00 / **78 609 660** 1,50

78 650 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G
78 650 610 0,25 / **78 650 620** 0,50 / **78 650 630** 0,75 / **78 650 640** 1,00

78 653 600

PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
78 653 610 0,25 / **78 653 620** 0,50 / **78 653 630** 0,75 / **78 653 640** 1,00

78 695 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 317 600

SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B



2294

EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III

22155

EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III

2254

IN; 53.6 x 10 x 165 x S - - 45° - 1 - III

22202

IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III



KK-10H

MK-10H



81-2258

EX; 16.043/19 x 10 x 78 G2

81-2259

EX; 16.293/19 x 10 x 78 G2

81-2260

EX; 16.543/19 x 10 x 78 G2

81-2255

IN; 16.043/19 x 10 x 95 G2

81-2256

IN; 16.293/19 x 10 x 95 G2

81-2257

IN; 16.543/19 x 10 x 95 G2

D

156



125



F 10 L 513 F

D AN 10 15953 cm³ 2V 253 kW 320 PS €17:1 130



78 609 600

PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
78 609 610 0,25 / **78 609 620** 0,50 / **78 609 630** 0,75 / **78 609 640** 1,00 / **78 609 660** 1,50

78 650 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G
78 650 610 0,25 / **78 650 620** 0,50 / **78 650 630** 0,75 / **78 650 640** 1,00

78 653 600

PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
78 653 610 0,25 / **78 653 620** 0,50 / **78 653 630** 0,75 / **78 653 640** 1,00

78 695 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 317 600

SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B



22155

EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III

22202

IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III



KK-10H

MK-10H



81-2258

EX; 16.043/19 x 10 x 78 G2

81-2259

EX; 16.293/19 x 10 x 78 G2

81-2260

EX; 16.543/19 x 10 x 78 G2

81-2255

IN; 16.043/19 x 10 x 95 G2

81-2256

IN; 16.293/19 x 10 x 95 G2

81-2257

IN; 16.543/19 x 10 x 95 G2

157



125



F 12 L 413 F

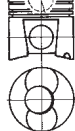
07.1976 →

D AN 12 19144 cm³ 2V 224-282 kW 305-383 PS €18:1 130



93 224 600

Cyl. Ø: 125; KH: 87.49; BÜ: 5.16; MT: -47; MØ: 48; GL: 138.7; piston pin: 45x102; number of piston rings: 3
93 224 610 125,50 / **93 224 620** 126,00



Lox, RTK
T15 3 MO G6
M 2,5
DSF 4 CR
→ **80 00078 1 1 ...**



80 00078 1 1 000

Cyl. Ø: 125; Set: 1; [T15 G6 IF CR 3] [NM 2.5] [DSF CR 4]
80 00078 1 1 050 125,50 / **80 00078 1 1 100** 126,00



93 224 960

Piston: 93224600; Cylinder liner: 89030110



93 224 961

Piston: 93224600; Cylinder liner: 89384110



89 030 110

R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5



89 384 110

R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5



78 609 600

PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
78 609 610 0,25 / **78 609 620** 0,50 / **78 609 630** 0,75 / **78 609 640** 1,00 / **78 609 660** 1,50

78 650 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G
78 650 610 0,25 / **78 650 620** 0,50 / **78 650 630** 0,75 / **78 650 640** 1,00

78 653 600

PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
78 653 610 0,25 / **78 653 620** 0,50 / **78 653 630** 0,75 / **78 653 640** 1,00

78 695 600

PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 316 600

SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

cont...



TRW
EngineComponents

PIERBURG



DEUTZ

	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III
	2254	IN; 53.6 x 10 x 165 x S - - 45° - 1 - III
	22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III

	KK-10H	
	MK-10H	
	81-2252	EX; 16/ x 10 x 83 G2 - CC
	81-2253	EX; 16.25/ x 10 x 83 G2
	81-2254	EX; 16.5/ x 10 x 83 G2 - CC
	81-2249	IN; 16/ x 10 x 95 G2 - CC
	81-2250	IN; 16.25/ x 10 x 95 G2
	81-2251	IN; 16.5/ x 10 x 95 G2

D

50 005 873

158

125



F 12 L 413 FW

1976 →

D AN 12

19144 cm³

2V

193-243 kW

263-330 PS

£ 18:1

130

	80 00079 1 0 000	Cyl. Ø: 125; Set: 1; [T15 G6 MO 3] [M 2.5] [DSF CR 4] 80 00079 1 0 050 125,50
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89 030 110 R - Air-cooled cylinder; finished; A=139 C=150 L=250.7 H=169.5

89 384 110 R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5

78 609 600 PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50

78 650 600 PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G
78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00

78 653 600 PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00

78 695 600 PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 316 600 SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III
	2254	IN; 53.6 x 10 x 165 x S - - 45° - 1 - III
	22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III

	KK-10H	
	MK-10H	
	81-2258	EX; 16.043/19 x 10 x 78 G2
	81-2259	EX; 16.293/19 x 10 x 78 G2
	81-2260	EX; 16.543/19 x 10 x 78 G2
	81-2255	IN; 16.043/19 x 10 x 95 G2
	81-2256	IN; 16.293/19 x 10 x 95 G2
	81-2257	IN; 16.543/19 x 10 x 95 G2

50 005 873

159

125



F 12 L 413 FZ

1981 →

D AN 12

19144 cm³

2V

130

	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
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78 650 600 PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G
78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00

78 653 600 PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00

78 695 600 PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

87 316 600 SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III
	2254	IN; 53.6 x 10 x 165 x S - - 45° - 1 - III
	22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III

	KK-10H	
	MK-10H	
	81-2258	EX; 16.043/19 x 10 x 78 G2
	81-2259	EX; 16.293/19 x 10 x 78 G2
	81-2260	EX; 16.543/19 x 10 x 78 G2
	81-2255	IN; 16.043/19 x 10 x 95 G2
	81-2256	IN; 16.293/19 x 10 x 95 G2
	81-2257	IN; 16.543/19 x 10 x 95 G2

160

125



F 12 L 513 F

D AN 12

19144 cm³

2V

282 kW

384 PS

£ 17:1

130

	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
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78 650 600 PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G
78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00

78 653 600 PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00

78 695 600 PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

cont...



TRW
EngineComponents

PIERBURG



DEUTZ

87 316 600	SET PL-B STD \varnothing 45.000 / 48.000 / 39.600 / 1.479 St/B	
22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III	KK-10H MK-10H
22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III	
81-2258	EX; 16.043/19 x 10 x 78 G2	
81-2259	EX; 16.293/19 x 10 x 78 G2	
81-2260	EX; 16.543/19 x 10 x 78 G2	
81-2255	IN; 16.043/19 x 10 x 95 G2	
81-2256	IN; 16.293/19 x 10 x 95 G2	
81-2257	IN; 16.543/19 x 10 x 95 G2	

D

161		128																		
BF 6 L 513 128	06.1986 →	D	A	6	10038 cm ³	2V	141 kW	192 PS	ε 17:1	130 (1)										
(1)	light turbo charged																			

91 056 600	Cyl. \varnothing : 128; KH: 87.15; BÜ: 5.5; MT: -26.8; GL: 137.65; piston pin: 45x102; number of piston rings: 3
91 056 610 128,50	Lox, RTK
	T15 3,5 MO G6
	M 3
	DSF 4 CR

91 056 960	Piston: 91056600; Cylinder liner: 89402110
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89 402 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5
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78 609 600	PAIR PL STD \varnothing 74.990 / 80.000 / 27.800 / 2.475 St/B/G
	78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
78 650 600	PAIR HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G
	78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00
78 653 600	PAIR PASS-L STD \varnothing 94.988 / 101.000 / 40.820 / 2.970 St/B/G
	78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00
78 695 600	PAIR HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.
87 319 600	SET PL-B STD \varnothing 45.000 / 48.000 / 39.600 / 1.479 St/B
87 441 600	SET HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD \varnothing 94.988 / 101.000 / 40.820 / 2.970 St/B/G
	87 441 610 0,25 / 87 441 620 0,50 / 87 441 630 0,75 / 87 441 640 1,00
87 486 600	SET PL STD \varnothing 74.990 / 80.000 / 27.800 / 2.475 St/B/G
	87 486 610 0,25 / 87 486 620 0,50

2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III	KK-10H MK-10H	
22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III		
2279	IN; 53.5 x 10 x 165 x S - - 45° - 1 - III		
22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III		
	81-2258		EX; 16.043/19 x 10 x 78 G2
	81-2259		EX; 16.293/19 x 10 x 78 G2
	81-2260	EX; 16.543/19 x 10 x 78 G2	
	81-2255	IN; 16.043/19 x 10 x 95 G2	
	81-2256	IN; 16.293/19 x 10 x 95 G2	
	81-2257	IN; 16.543/19 x 10 x 95 G2	

162		128																		
BF 8 L 513 128	1986 →	D	A	8	13382 cm ³	2V	188-232 kW	265-315 PS	ε 17:1	130 (1)										
(1)	light turbo charged																			

91 056 600	Cyl. \varnothing : 128; KH: 87.15; BÜ: 5.5; MT: -26.8; GL: 137.65; piston pin: 45x102; number of piston rings: 3
91 056 610 128,50	Lox, RTK
	T15 3,5 MO G6
	M 3
	DSF 4 CR

91 056 960	Piston: 91056600; Cylinder liner: 89402110
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89 402 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5
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78 609 600	PAIR PL STD \varnothing 74.990 / 80.000 / 27.800 / 2.475 St/B/G
	78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
78 650 600	PAIR HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G
	78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00
78 653 600	PAIR PASS-L STD \varnothing 94.988 / 101.000 / 40.820 / 2.970 St/B/G
	78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00
78 695 600	PAIR HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.

cont...



87 318 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B
87 440 600	SET HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 87 440 610 0,25 / 87 440 620 0,50 / 87 440 630 0,75 / 87 440 640 1,00
87 485 600	SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 87 485 610 0,25 / 87 485 620 0,50 / 87 485 630 0,75 / 87 485 640 1,00

	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III		KK-10H		
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III		MK-10H		
	2279	IN; 53.5 x 10 x 165 x S - - 45° - 1 - III			81-2258	EX; 16.043/19 x 10 x 78 G2
	22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III		81-2259	EX; 16.293/19 x 10 x 78 G2	
				81-2260	EX; 16.543/19 x 10 x 78 G2	
			81-2255	IN; 16.043/19 x 10 x 95 G2		
			81-2256	IN; 16.293/19 x 10 x 95 G2		
			81-2257	IN; 16.543/19 x 10 x 95 G2		

D

163

128

	BF 10 L 513 128	01.1985 →	D	A	10	16728 cm ³	2V	235 kW	320 PS	£ 17:1	130 (1)	
(1)	light turbo charged											

	91 056 600	Cyl. Ø: 128; KH: 87.15; BÜ: 5.5; MT: -26.8; GL: 137.65; piston pin: 45x102; number of piston rings: 3										
	91 056 610 128,50	Lox, RTK T15 3,5 MO G6 M 3 DSF 4 CR										

	91 056 960	Piston: 91056600; Cylinder liner: 89402110										
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	89 402 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5										
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	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50										
	78 650 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00										
	78 653 600	PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00										
	78 695 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.										
	87 317 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B										

	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III		KK-10H		
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III		MK-10H		
	2279	IN; 53.5 x 10 x 165 x S - - 45° - 1 - III			81-2258	EX; 16.043/19 x 10 x 78 G2
	22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III		81-2259	EX; 16.293/19 x 10 x 78 G2	
				81-2260	EX; 16.543/19 x 10 x 78 G2	
			81-2255	IN; 16.043/19 x 10 x 95 G2		
			81-2256	IN; 16.293/19 x 10 x 95 G2		
			81-2257	IN; 16.543/19 x 10 x 95 G2		

164

128

	BF 12 L 513 128	01.1985 →	D	A	12	20076 cm ³	2V	282 kW	384 PS	£ 17:1	130 (1)	
(1)	light turbo charged											

	91 056 600	Cyl. Ø: 128; KH: 87.15; BÜ: 5.5; MT: -26.8; GL: 137.65; piston pin: 45x102; number of piston rings: 3										
	91 056 610 128,50	Lox, RTK T15 3,5 MO G6 M 3 DSF 4 CR										




	91 056 960	Piston: 91056600; Cylinder liner: 89402110										
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	89 402 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5										
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	78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50										
	78 650 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00										
	78 653 600	PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00										
	78 695 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.										


cont...




87 316 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B	
 2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III	 KK-10H  MK-10H 81-2258 EX; 16.043/19 x 10 x 78 G2 81-2259 EX; 16.293/19 x 10 x 78 G2 81-2260 EX; 16.543/19 x 10 x 78 G2 81-2255 IN; 16.043/19 x 10 x 95 G2 81-2256 IN; 16.293/19 x 10 x 95 G2 81-2257 IN; 16.543/19 x 10 x 95 G2
22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III	
2279	IN; 53.5 x 10 x 165 x S - - 45° - 1 - III	
22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III	

D

165		128
 F 6 L 513	01.1985 → 1994	D AN 6 10038 cm ³ 2V 122-141 kW 166-192 PS €16,7:1 130

 91 048 600	Cyl. Ø: 128; KH: 87.15; BÜ: 5.5; MT: -26.8; MØ: 55; GL: 138.65; piston pin: 45x102; number of piston rings: 3 91 048 620 129,00 KKK, Lox, RTK T15 3,5 MO G6 M 3 DSF 4 CR
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 91 048 960	Piston: 91048600; Cylinder liner: 89402110
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 89 402 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5
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 78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
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78 650 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00
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78 653 600	PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00
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78 695 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.
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87 319 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B
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87 441 600	SET HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 87 441 610 0,25 / 87 441 620 0,50 / 87 441 630 0,75 / 87 441 640 1,00
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87 486 600	SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 87 486 610 0,25 / 87 486 620 0,50
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 2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III	 KK-10H  MK-10H 81-2258 EX; 16.043/19 x 10 x 78 G2 81-2259 EX; 16.293/19 x 10 x 78 G2 81-2260 EX; 16.543/19 x 10 x 78 G2 81-2255 IN; 16.043/19 x 10 x 95 G2 81-2256 IN; 16.293/19 x 10 x 95 G2 81-2257 IN; 16.543/19 x 10 x 95 G2
22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III	
2254	IN; 53.6 x 10 x 165 x S - - 45° - 1 - III	
22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III	
22182	IN; 56.5 x 10 x 165.5 x S - Cr - 45° - 23 - III	


 50 005 872	
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166		128
 F 6 L 513 F	D AN 6 10038 cm ³ 2V 141 kW 192 PS €17:1 130	

 91 048 600	Cyl. Ø: 128; KH: 87.15; BÜ: 5.5; MT: -26.8; MØ: 55; GL: 138.65; piston pin: 45x102; number of piston rings: 3 91 048 620 129,00 KKK, Lox, RTK T15 3,5 MO G6 M 3 DSF 4 CR
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 91 048 960	Piston: 91048600; Cylinder liner: 89402110
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 89 402 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5
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 78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
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78 650 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00
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78 653 600	PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00
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78 695 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.
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cont...



87 319 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B
87 441 600	SET HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 87 441 610 0,25 / 87 441 620 0,50 / 87 441 630 0,75 / 87 441 640 1,00
87 486 600	SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 87 486 610 0,25 / 87 486 620 0,50



22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III
22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III



KK-10H
MK-10H



81-2258	EX; 16.043/19 x 10 x 78 G2
81-2259	EX; 16.293/19 x 10 x 78 G2
81-2260	EX; 16.543/19 x 10 x 78 G2
81-2255	IN; 16.043/19 x 10 x 95 G2
81-2256	IN; 16.293/19 x 10 x 95 G2
81-2257	IN; 16.543/19 x 10 x 95 G2

D

167

128



F 6 L 513 T

1986→

D AN 6

10038 cm³

2V

141 kW

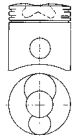
192 PS

£ 17:1

130



91 056 600	Cyl. Ø: 128; KH: 87.15; BÜ: 5.5; MT: -26.8; GL: 137.65; piston pin: 45x102; number of piston rings: 3 91 056 610 128,50
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Lox, RTK
T15 3,5 MO G6
M 3
DSF 4 CR
→1994



91 056 960	Piston: 91056600; Cylinder liner: 89402110, →1994
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89 402 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5
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78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
78 650 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00
78 653 600	PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00
78 695 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.
87 319 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B
87 441 600	SET HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 87 441 610 0,25 / 87 441 620 0,50 / 87 441 630 0,75 / 87 441 640 1,00
87 486 600	SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 87 486 610 0,25 / 87 486 620 0,50

168

128



F 8 L 513

D AN 8

13382 cm³

2V

155-202 kW

211-275 PS

£ 16,7:1

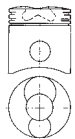
130



TopLiner 4080



91 048 600	Cyl. Ø: 128; KH: 87.15; BÜ: 5.5; MT: -26.8; MØ: 55; GL: 138.65; piston pin: 45x102; number of piston rings: 3 91 048 620 129,00
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KKK, Lox, RTK
T15 3,5 MO G6
M 3
DSF 4 CR



91 048 960	Piston: 91048600; Cylinder liner: 89402110
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89 402 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5
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78 609 600	PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
78 650 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00
78 653 600	PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00
78 695 600	PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.
87 318 600	SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B
87 440 600	SET HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G 87 440 610 0,25 / 87 440 620 0,50 / 87 440 630 0,75 / 87 440 640 1,00
87 485 600	SET PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G 87 485 610 0,25 / 87 485 620 0,50 / 87 485 630 0,75 / 87 485 640 1,00



cont...




	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III
	2254	IN; 53.6 x 10 x 165 x S - - 45° - 1 - III
	22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III
	22182	IN; 56.5 x 10 x 165.5 x S - Cr - 45° - 23 - III



	KK-10H	
	MK-10H	
	81-2258	EX; 16.043/19 x 10 x 78 G2
	81-2259	EX; 16.293/19 x 10 x 78 G2
	81-2260	EX; 16.543/19 x 10 x 78 G2
	81-2255	IN; 16.043/19 x 10 x 95 G2
	81-2256	IN; 16.293/19 x 10 x 95 G2
	81-2257	IN; 16.543/19 x 10 x 95 G2





169  **128**

 **F 8 L 513 L** 01.1985 → 1997 D AN 8 14410 cm³ 2V 138-180 kW 188-245 PS ξ 17:1  140



	78 609 600	PAIR PL STD \varnothing 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
	78 650 600	PAIR HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00
	78 653 600	PAIR PASS-L STD \varnothing 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00
	78 695 600	PAIR HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.
	87 318 600	SET PL-B STD \varnothing 45.000 / 48.000 / 39.600 / 1.479 St/B
	87 440 600	SET HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD \varnothing 94.988 / 101.000 / 40.820 / 2.970 St/B/G 87 440 610 0,25 / 87 440 620 0,50 / 87 440 630 0,75 / 87 440 640 1,00
	87 485 600	SET PL STD \varnothing 74.990 / 80.000 / 27.800 / 2.475 St/B/G 87 485 610 0,25 / 87 485 620 0,50 / 87 485 630 0,75 / 87 485 640 1,00





170  **128**

 **F 8 L 513 T** 1986 → 1994 D AN 8 13382 cm³ 2V 188 kW 256 PS ξ 17:1  130

	91 056 600	Cyl. \varnothing : 128; KH: 87.15; BÜ: 5.5; MT: -26.8; GL: 137.65; piston pin: 45x102; number of piston rings: 3 91 056 610 128,50 Lox, RTK T15 3,5 MO G6 M 3 DSF 4 CR →1994
	91 056 960	Piston: 91056600; Cylinder liner: 89402110, →1994
	89 402 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5
	78 609 600	PAIR PL STD \varnothing 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
	78 650 600	PAIR HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00
	78 653 600	PAIR PASS-L STD \varnothing 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00
	78 695 600	PAIR HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.
	87 318 600	SET PL-B STD \varnothing 45.000 / 48.000 / 39.600 / 1.479 St/B
	87 440 600	SET HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G; PASS-L STD \varnothing 94.988 / 101.000 / 40.820 / 2.970 St/B/G 87 440 610 0,25 / 87 440 620 0,50 / 87 440 630 0,75 / 87 440 640 1,00
	87 485 600	SET PL STD \varnothing 74.990 / 80.000 / 27.800 / 2.475 St/B/G 87 485 610 0,25 / 87 485 620 0,50 / 87 485 630 0,75 / 87 485 640 1,00

171  **128**

 **F 10 L 513** 1985 → 1998 D AN 10 16728 cm³ 2V 188-242 kW 256-329 PS ξ 16,7:1  130

	91 048 600	Cyl. \varnothing : 128; KH: 87.15; BÜ: 5.5; MT: -26.8; MØ: 55; GL: 138.65; piston pin: 45x102; number of piston rings: 3 91 048 620 129,00 KKK, Lox, RTK T15 3,5 MO G6 M 3 DSF 4 CR
	91 048 960	Piston: 91048600; Cylinder liner: 89402110
	89 402 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5
	78 609 600	PAIR PL STD \varnothing 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
	78 650 600	PAIR HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00

cont...



TRW
EngineComponents

PIERBURG



DEUTZ

- 78 653 600** PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
78 653 610 0,25 / **78 653 620** 0,50 / **78 653 630** 0,75 / **78 653 640** 1,00
- 78 695 600** PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.
- 87 317 600** SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B



- 2294** EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III
- 22155** EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III
- 2254** IN; 53.6 x 10 x 165 x S - - 45° - 1 - III
- 22202** IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III
- 22182** IN; 56.5 x 10 x 165.5 x S - Cr - 45° - 23 - III



- KK-10H**
- MK-10H**
- 81-2258** EX; 16.043/19 x 10 x 78 G2
- 81-2259** EX; 16.293/19 x 10 x 78 G2
- 81-2260** EX; 16.543/19 x 10 x 78 G2
- 81-2255** IN; 16.043/19 x 10 x 95 G2
- 81-2256** IN; 16.293/19 x 10 x 95 G2
- 81-2257** IN; 16.543/19 x 10 x 95 G2

D

172

128



F 10 L 513 L Euro 1

1997→

D

AN 10

16728 cm³

2V

204-242 kW

278-329 PS

£ 16,5:1

130



- 78 609 600** PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
78 609 610 0,25 / **78 609 620** 0,50 / **78 609 630** 0,75 / **78 609 640** 1,00 / **78 609 660** 1,50
- 78 650 600** PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G
78 650 610 0,25 / **78 650 620** 0,50 / **78 650 630** 0,75 / **78 650 640** 1,00
- 78 653 600** PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
78 653 610 0,25 / **78 653 620** 0,50 / **78 653 630** 0,75 / **78 653 640** 1,00
- 78 695 600** PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.
- 87 317 600** SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

173

128



F 10 L 513 T

1986→

D

AN 10

16728 cm³

2V

235 kW

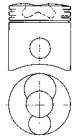
320 PS

£ 17:1

130



- 91 056 600** Cyl. Ø: 128; KH: 87.15; BÜ: 5.5; MT: -26.8; GL: 137.65; piston pin: 45x102; number of piston rings: 3
91 056 610 128,50
Lox, RTK
T15 3,5 MO G6
M 3
DSF 4 CR
→1994



- 91 056 960** Piston: 91056600; Cylinder liner: 89402110, →1994



- 89 402 110** R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5



- 78 609 600** PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
78 609 610 0,25 / **78 609 620** 0,50 / **78 609 630** 0,75 / **78 609 640** 1,00 / **78 609 660** 1,50
- 78 650 600** PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G
78 650 610 0,25 / **78 650 620** 0,50 / **78 650 630** 0,75 / **78 650 640** 1,00
- 78 653 600** PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
78 653 610 0,25 / **78 653 620** 0,50 / **78 653 630** 0,75 / **78 653 640** 1,00
- 78 695 600** PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.
- 87 317 600** SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

174

128



F 12 L 513

1985→1998

D

AN 12

20074 cm³

2V

232-291 kW

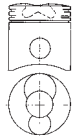
315-396 PS

£ 16,7:1

130



- 91 048 600** Cyl. Ø: 128; KH: 87.15; BÜ: 5.5; MT: -26.8; MØ: 55; GL: 138.65; piston pin: 45x102; number of piston rings: 3
91 048 620 129,00
KKK, Lox, RTK
T15 3,5 MO G6
M 3
DSF 4 CR



- 91 048 960** Piston: 91048600; Cylinder liner: 89402110



- 89 402 110** R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5



- 78 609 600** PAIR PL STD Ø 74.990 / 80.000 / 27.800 / 2.475 St/B/G
78 609 610 0,25 / **78 609 620** 0,50 / **78 609 630** 0,75 / **78 609 640** 1,00 / **78 609 660** 1,50
- 78 650 600** PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G
78 650 610 0,25 / **78 650 620** 0,50 / **78 650 630** 0,75 / **78 650 640** 1,00
- 78 653 600** PAIR PASS-L STD Ø 94.988 / 101.000 / 40.820 / 2.970 St/B/G
78 653 610 0,25 / **78 653 620** 0,50 / **78 653 630** 0,75 / **78 653 640** 1,00
- 78 695 600** PAIR HL STD Ø 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.
- 87 316 600** SET PL-B STD Ø 45.000 / 48.000 / 39.600 / 1.479 St/B

cont...



	2294	EX; 46.5 x 10 x 165.3 x A/S - Cr - 45° - 1 - III
	22155	EX; 46.5 x 9.9 x 165.3 x RA/S - Cr - 45° - 23 - III
	2254	IN; 53.6 x 10 x 165 x S - - 45° - 1 - III
	22202	IN; 53.6 x 10 x 165 x S - Cr - 45° - Y - 23 - III
	22182	IN; 56.5 x 10 x 165.5 x S - Cr - 45° - 23 - III

	KK-10H	
	MK-10H	
	81-2258	EX; 16.043/19 x 10 x 78 G2
	81-2259	EX; 16.293/19 x 10 x 78 G2
	81-2260	EX; 16.543/19 x 10 x 78 G2
	81-2255	IN; 16.043/19 x 10 x 95 G2
	81-2256	IN; 16.293/19 x 10 x 95 G2
	81-2257	IN; 16.543/19 x 10 x 95 G2

175 **128**

F 12 L 513 L Euro 1 1997 → D AN 12 20074 cm³ 2V 245-291 kW 333-396 PS ϵ 16,5:1 130

	78 609 600	PAIR PL STD \varnothing 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
	78 650 600	PAIR HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00
	78 653 600	PAIR PASS-L STD \varnothing 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00
	78 695 600	PAIR HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.
	87 316 600	SET PL-B STD \varnothing 45.000 / 48.000 / 39.600 / 1.479 St/B

176 **128**

F 12 L 513 T 1986 → D AN 12 20074 cm³ 2V 282 kW 384 PS ϵ 17:1 130

	91 056 600	Cyl. \varnothing : 128; KH: 87.15; BÜ: 5.5; MT: -26.8; GL: 137.65; piston pin: 45x102; number of piston rings: 3 91 056 610 128,50 Lox, RTK T15 3,5 MO G6 M 3 DSF 4 CR →1994
	91 056 960	Piston: 91056600; Cylinder liner: 89402110, →1994
	89 402 110	R - Air-cooled cylinder; finished; A=139 C=154 L=250.5 H=169.5
	78 609 600	PAIR PL STD \varnothing 74.990 / 80.000 / 27.800 / 2.475 St/B/G 78 609 610 0,25 / 78 609 620 0,50 / 78 609 630 0,75 / 78 609 640 1,00 / 78 609 660 1,50
	78 650 600	PAIR HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G 78 650 610 0,25 / 78 650 620 0,50 / 78 650 630 0,75 / 78 650 640 1,00
	78 653 600	PAIR PASS-L STD \varnothing 94.988 / 101.000 / 40.820 / 2.970 St/B/G 78 653 610 0,25 / 78 653 620 0,50 / 78 653 630 0,75 / 78 653 640 1,00
	78 695 600	PAIR HL STD \varnothing 94.988 / 101.000 / 29.000 / 2.970 St/B/G1, For engines with thrust washers.
	87 316 600	SET PL-B STD \varnothing 45.000 / 48.000 / 39.600 / 1.479 St/B

177 **132**

BF 6 M 1015 Euro 2 1998 → D LA 6 11910 cm³ 2V 228-341 kW 310-464 PS ϵ 16,5:1 145

	94 810 600	Cyl. \varnothing : 132; KH: 86.8; MT: -17.98; M \varnothing : 84; GL: 133.8; piston pin: 52x110; number of piston rings: 3 RTK T15 4 CK G6 M 2,45 CR G6 DSF 4 CR → 80 00721 1 0 ...
	80 00134 1 0 000	Cyl. \varnothing : 132; Set: 1; [T15 G6 IW CR 3.5] [M G6 CR 2.45] [DSF CR 4]
	80 00721 1 0 000	Cyl. \varnothing : 132; Set: 1; [T15 G6 IW CK 4] [M G6 CR 2.45] [DSF CR 4]
	94 810 960	Piston: 94810600; Cylinder liner: 89443110
	89 443 110	N - Wet cylinder liner; finished; A=147 C=158 L=268.5 H+F=9+1.2
	79 319 600	PAIR PL STD \varnothing 87.988 / 92.000 / 25.000 / 1.975 St/B/S; PL STD \varnothing 87.988 / 92.000 / 25.000 / 1.975 St/B/G 79 319 610 0,25 / 79 319 620 0,50 , The upper shell is marked with 'SPUTTER'.
	79 320 600	PAIR HL STD \varnothing 102.988 / 108.000 / 30.000 / 2.470 St/B/G 79 320 610 0,25 / 79 320 620 0,50
	79 322 600	PAIR AS STD \varnothing 114.750 / 139.250 // 3.400 St/B
	77 774 600	SET PL STD \varnothing 87.988 / 92.000 / 25.000 / 1.975 St/B/S; PL STD \varnothing 87.988 / 92.000 / 25.000 / 1.975 St/B/G 77 774 610 0,25 / 77 774 620 0,50 , The upper shell is marked with 'SPUTTER'.
	77 776 600	SET HL STD \varnothing 102.988 / 108.000 / 30.000 / 2.470 St/B/G 77 776 610 0,25 / 77 776 620 0,50

cont...



TRW
EngineComponents

PIERBURG




DEUTZ

77 779 690 SET PL-B SEMI Ø 52.000 / 55.000 / 48.500 / St/B

	22210	EX; 42 x 8 x 133 x RA/S - Cr - 45° - 22 - III		MK-8H
	22209	IN; 46 x 8 x 133 x A/S - Cr - 30° - 22 - III		81-22111 IN/EX; 15.03/ x 8.03 x 66 G2
	92-22010	EX; 44.07 x 35.45 x 7.1; G1; 45°		
	92-22009	IN; 47.57 x 38.45 x 6.65; G1; 30°		

178

 **132**

D



BF 6 M 1015 C Euro 2

01.1998→

D LA 6

11910 cm³

2V

228-341 kW




310-464 PS


£ 17:1


 145





Gigant 400, TopLiner 8 XL

	94 345 600	Cyl. Ø: 132; KH: 86.8; MT: -18.77; MØ: 84; GL: 133.8; piston pin: 52x110; number of piston rings: 3 RTK, TPL T15 3,5 CR G6 M 2,45 CR G6 DSF 4 CR → 80 00134 1 0 ...
		
		


	80 00134 1 0 000	Cyl. Ø: 132; Set: 1; [T15 G6 IW CR 3.5] [M G6 CR 2.45] [DSF CR 4]
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	94 345 960	Piston: 94345600; Cylinder liner: 89443110
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	89 443 110	N - Wet cylinder liner; finished; A=147 C=158 L=268.5 H+F=9+1.2
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	79 319 600	PAIR PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/S; PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/G 79 319 610 0,25 / 79 319 620 0,50 , The upper shell is marked with 'SPUTTER'.
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	79 320 600	PAIR HL STD Ø 102.988 / 108.000 / 30.000 / 2.470 St/B/G 79 320 610 0,25 / 79 320 620 0,50
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	79 322 600	PAIR AS STD Ø 114.750 / 139.250 // 3.400 St/B
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	77 774 600	SET PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/S; PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/G 77 774 610 0,25 / 77 774 620 0,50 , The upper shell is marked with 'SPUTTER'.
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	77 776 600	SET HL STD Ø 102.988 / 108.000 / 30.000 / 2.470 St/B/G 77 776 610 0,25 / 77 776 620 0,50
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	77 779 690	SET PL-B SEMI Ø 52.000 / 55.000 / 48.500 / St/B
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	22210	EX; 42 x 8 x 133 x RA/S - Cr - 45° - 22 - III		MK-8H
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	22209	IN; 46 x 8 x 133 x A/S - Cr - 30° - 22 - III		81-22111 IN/EX; 15.03/ x 8.03 x 66 G2
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	92-22010	EX; 44.07 x 35.45 x 7.1; G1; 45°		
	92-22009	IN; 47.57 x 38.45 x 6.65; G1; 30°		

179

 **132**



BF 6 M 1015 CP Euro 2

10.1999→

D LA 6

11910 cm³




2V

261-330 kW


350-443 PS

£ 16,5:1


 145


	94 839 600	Cyl. Ø: 132.01; KH: 86.8; MT: -18.77; MØ: 84; GL: 133.8; piston pin: 52x110; number of piston rings: 3 RTK, KKK, Lox, TPL T15 3,5 CR G6 M 2,45 CR G6 DSF 4 CR → 80 00134 1 0 ...
		
		


	80 00134 1 0 000	Cyl. Ø: 132; Set: 1; [T15 G6 IW CR 3.5] [M G6 CR 2.45] [DSF CR 4]
---	-------------------------	---


	94 839 960	Piston: 94839600; Cylinder liner: 89443110
---	-------------------	--


	89 443 110	N - Wet cylinder liner; finished; A=147 C=158 L=268.5 H+F=9+1.2
---	-------------------	---

	79 319 600	PAIR PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/S; PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/G 79 319 610 0,25 / 79 319 620 0,50 , The upper shell is marked with 'SPUTTER'.
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	79 320 600	PAIR HL STD Ø 102.988 / 108.000 / 30.000 / 2.470 St/B/G 79 320 610 0,25 / 79 320 620 0,50
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	79 322 600	PAIR AS STD Ø 114.750 / 139.250 // 3.400 St/B
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	77 774 600	SET PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/S; PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/G 77 774 610 0,25 / 77 774 620 0,50 , The upper shell is marked with 'SPUTTER'.
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	77 776 600	SET HL STD Ø 102.988 / 108.000 / 30.000 / 2.470 St/B/G 77 776 610 0,25 / 77 776 620 0,50
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cont...



TRW
EngineComponents

PIERBURG



DEUTZ

77 779 690	SET PL-B SEMI Ø 52.000 / 55.000 / 48.500 / St/B	
22210	EX; 42 x 8 x 133 x RA/S - Cr - 45° - 22 - III	MK-8H
22209	IN; 46 x 8 x 133 x A/S - Cr - 30° - 22 - III	81-22111 IN/EX; 15.03/ x 8.03 x 66 G2
92-22010	EX; 44.07 x 35.45 x 7.1; G1; 45°	
92-22009	IN; 47.57 x 38.45 x 6.65; G1; 30°	

180	132	
BF 6 M 1015 CU Euro 2	09.1999 →	D LA 6 11910 cm ³ 2V 226-305 kW 350-410 PS ⚡17:1 🛢145
22210	EX; 42 x 8 x 133 x RA/S - Cr - 45° - 22 - III	MK-8H
22209	IN; 46 x 8 x 133 x A/S - Cr - 30° - 22 - III	81-22111 IN/EX; 15.03/ x 8.03 x 66 G2
92-22010	EX; 44.07 x 35.45 x 7.1; G1; 45°	
92-22009	IN; 47.57 x 38.45 x 6.65; G1; 30°	

181	132	
BF 8 M 1015 C Euro 2	01.1990 →	D LA 8 15870 cm ³ 2V 304-454 kW 414-617 PS ⚡17:1 🛢145
94 345 600	Cyl. Ø: 132; KH: 86.8; MT: -18.77; MØ: 84; GL: 133.8; piston pin: 52x110; number of piston rings: 3 RTK, TPL T15 3,5 CR G6 M 2,45 CR G6 DSF 4 CR → 80 00134 1 0 ...	

80 00134 1 0 000	Cyl. Ø: 132; Set: 1; [T15 G6 IW CR 3.5] [M G6 CR 2.45] [DSF CR 4]	
94 345 960	Piston: 94345600; Cylinder liner: 89443110	
89 443 110	N - Wet cylinder liner; finished; A=147 C=158 L=268.5 H+F=9+1.2	
79 319 600	PAIR PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/S; PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/G 79 319 610 0,25 / 79 319 620 0,50, The upper shell is marked with 'SPUTTER'.	
79 321 600	PAIR HL STD Ø 102.988 / 108.000 / 30.000 / 2.470 St/B/S; HL STD Ø 102.988 / 108.000 / 30.000 / 2.470 St/B/G 79 321 610 0,25 / 79 321 620 0,50, The lower shell is marked with 'SPUTTER'.	
79 322 600	PAIR AS STD Ø 114.750 / 139.250 // 3.400 St/B	
77 775 600	SET PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/S; PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/G 77 775 610 0,25 / 77 775 620 0,50, The upper shell is marked with 'SPUTTER'.	
77 778 600	SET HL STD Ø 102.988 / 108.000 / 30.000 / 2.470 St/B/S; HL STD Ø 102.988 / 108.000 / 30.000 / 2.470 St/B/G 77 778 610 0,25 / 77 778 620 0,50, The lower shell is marked with 'SPUTTER'.	
77 780 690	SET PL-B SEMI Ø 52.000 / 55.000 / 48.500 / St/B	
22210	EX; 42 x 8 x 133 x RA/S - Cr - 45° - 22 - III	MK-8H
22209	IN; 46 x 8 x 133 x A/S - Cr - 30° - 22 - III	81-22111 IN/EX; 15.03/ x 8.03 x 66 G2
92-22010	EX; 44.07 x 35.45 x 7.1; G1; 45°	
92-22009	IN; 47.57 x 38.45 x 6.65; G1; 30°	

182	132	
BF 8 M 1015 CP Euro 2	08.1999 →	D LA 8 15870 cm ³ 2V 294-440 kW 400-598 PS ⚡16,5:1 🛢145
94 839 600	Cyl. Ø: 132.01; KH: 86.8; MT: -18.77; MØ: 84; GL: 133.8; piston pin: 52x110; number of piston rings: 3 RTK, KKK, LoX, TPL T15 3,5 CR G6 M 2,45 CR G6 DSF 4 CR → 80 00134 1 0 ...	

80 00134 1 0 000	Cyl. Ø: 132; Set: 1; [T15 G6 IW CR 3.5] [M G6 CR 2.45] [DSF CR 4]
94 839 960	Piston: 94839600; Cylinder liner: 89443110
89 443 110	N - Wet cylinder liner; finished; A=147 C=158 L=268.5 H+F=9+1.2

cont...



TRW
EngineComponents

PIERBURG



DEUTZ

D

	79 319 600	PAIR PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/S; PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/G 79 319 610 0,25 / 79 319 620 0,50, The upper shell is marked with 'SPUTTER'.
	79 321 600	PAIR HL STD Ø 102.988 / 108.000 / 30.000 / 2.470 St/B/S; HL STD Ø 102.988 / 108.000 / 30.000 / 2.470 St/B/G 79 321 610 0,25 / 79 321 620 0,50, The lower shell is marked with 'SPUTTER'.
	79 322 600	PAIR AS STD Ø 114.750 / 139.250 // 3.400 St/B
	77 775 600	SET PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/S; PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/G 77 775 610 0,25 / 77 775 620 0,50, The upper shell is marked with 'SPUTTER'.
	77 778 600	SET HL STD Ø 102.988 / 108.000 / 30.000 / 2.470 St/B/S; HL STD Ø 102.988 / 108.000 / 30.000 / 2.470 St/B/G 77 778 610 0,25 / 77 778 620 0,50, The lower shell is marked with 'SPUTTER'.
	77 780 690	SET PL-B SEMI Ø 52.000 / 55.000 / 48.500 / St/B

	22210	EX; 42 x 8 x 133 x RA/S - Cr - 45° - 22 - III		MK-8H
	22209	IN; 46 x 8 x 133 x A/S - Cr - 30° - 22 - III		81-22111 IN/EX; 15.03/ x 8.03 x 66 G2
	92-22010	EX; 44.07 x 35.45 x 7.1; G1; 45°		
	92-22009	IN; 47.57 x 38.45 x 6.65; G1; 30°		

183 **132**

	BF 8 M 1015 M Euro 2	03.1993→	D A 8	15870 cm ³	2V	290-304 kW	394-413 PS		145
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	79 319 600	PAIR PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/S; PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/G 79 319 610 0,25 / 79 319 620 0,50, The upper shell is marked with 'SPUTTER'.
	79 320 600	PAIR HL STD Ø 102.988 / 108.000 / 30.000 / 2.470 St/B/G 79 320 610 0,25 / 79 320 620 0,50
	79 322 600	PAIR AS STD Ø 114.750 / 139.250 // 3.400 St/B
	77 775 600	SET PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/S; PL STD Ø 87.988 / 92.000 / 25.000 / 1.975 St/B/G 77 775 610 0,25 / 77 775 620 0,50, The upper shell is marked with 'SPUTTER'.
	77 777 600	SET HL STD Ø 102.988 / 108.000 / 30.000 / 2.470 St/B/G 77 777 610 0,25 / 77 777 620 0,50
	77 780 690	SET PL-B SEMI Ø 52.000 / 55.000 / 48.500 / St/B

	22210	EX; 42 x 8 x 133 x RA/S - Cr - 45° - 22 - III		MK-8H
	22209	IN; 46 x 8 x 133 x A/S - Cr - 30° - 22 - III		81-22111 IN/EX; 15.03/ x 8.03 x 66 G2
	92-22010	EX; 44.07 x 35.45 x 7.1; G1; 45°		
	92-22009	IN; 47.57 x 38.45 x 6.65; G1; 30°		

184 **132**

	BFG 6 M 1015 C	G A 6	11910 cm ³	2V	142 kW	193 PS	£ 10:1		145
	BFG 8 M 1015 C	G A 8	15870 cm ³	2V	190 kW	258 PS	£ 10:1		145

	94 728 600	Cyl. Ø: 132; KH: 86.8; MT: -26.6; MØ: 92.9; GL: 133.8; piston pin: 52x110; number of piston rings: 3
	RTK	
	T15	3,5 CR G6
	M	2,45 CR G6
	DSF	4 CR

	94 728 960	Piston: 94728600; Cylinder liner: 89443110
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	89 443 110	N - Wet cylinder liner; finished; A=147 C=158 L=268.5 H+F=9+1.2
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185 **132**


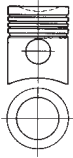
	TCD 2015 V6 Euro 3	D LA 6	11900 cm ³	4V	360 kW	489 PS		145
	TCD 2015 V8 Euro 3	D LA 8	15900 cm ³	4V	500 kW	680 PS		145

	22210	EX; 42 x 8 x 133 x RA/S - Cr - 45° - 22 - III		MK-8H
	22209	IN; 46 x 8 x 133 x A/S - Cr - 30° - 22 - III		





D

186	135										
	BF 6 M 716	01.1964 → 12.1975	D	A	6	13740 cm ³	2V	202-266 kW	275-362 PS	⊗ 16,1:1	160
	BF 8 M 716	01.1964 → 12.1975	D	A	8	18320 cm ³	2V	246-312 kW	335-425 PS	⊗ 16,1:1	160
	BF 12 M 716	01.1964 → 12.1975	D	A	12	27480 cm ³	2V	404-533 kW	550-725 PS	⊗ 16,1:1	160
	BF 16 M 716	01.1964 → 12.1975	D	A	16	36640 cm ³	2V	566-625 kW	670-850 PS	⊗ 16,1:1	160


	91 490 600	Cyl. Ø: 135; KH: 104.5; MT: -12.5; MØ: 98.4; GL: 179.5; piston pin: 52x115; number of piston rings: 4									
		RTK									
		R 4 CR									
		M 3									
		M 3									
		DSF 6									
		→ 80 00348 1 0 ...									
		for all engines with charge over 1750 rpm and hemispherical depression without precombustion chambers in the piston head, without valve pockets, 1966→									


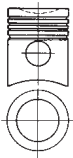
	80 00348 1 0 000	Cyl. Ø: 135; Set: 1; [R CR 4] [M 3] [M 3] [DSF 6]									
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	91 490 962	Piston: 91490600; Cylinder liner: 88834110, with cylinder head seal 215 8472 EE 0170-08									
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	88 834 110	N - Wet cylinder liner; finished; A=154 C=167 L=322 H+F=12.5+0.7, with cylinder head seal 215 8472 EE 0170-08									
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	81-2244	IN/EX; 18/ x 12 x 76 G1									
	81-2245	IN/EX; 18.5/ x 12 x 76 G1									

187	135										
	F 4 M 716	01.1965 → 12.1974	D	AN	4	9160 cm ³	2V	49-85 kW	67-116 PS	⊗ 17,5:1	160
	F 6 M 716	01.1965 → 12.1975	D	AN	6	13740 cm ³	2V	74-155 kW	101-210 PS	⊗ 17,5:1	160
	F 8 M 716	01.1964 → 12.1975	D	AN	8	18320 cm ³	2V	97-184 kW	132-250 PS	⊗ 17,5:1	160
	F 12 M 716	01.1965 → 12.1975	D	AN	12	27480 cm ³	2V	147-309 kW	200-420 PS	⊗ 17,5:1	160

	91 490 600	Cyl. Ø: 135; KH: 104.5; MT: -12.5; MØ: 98.4; GL: 179.5; piston pin: 52x115; number of piston rings: 4									
		RTK									
		R 4 CR									
		M 3									
		M 3									
		DSF 6									
		→ 80 00348 1 0 ...									
		for all engines with charge over 1750 rpm and hemispherical depression without precombustion chambers in the piston head, without valve pockets, 1966→									

	80 00348 1 0 000	Cyl. Ø: 135; Set: 1; [R CR 4] [M 3] [M 3] [DSF 6]									
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	91 490 962	Piston: 91490600; Cylinder liner: 88834110, with cylinder head seal 215 8472 EE 0170-08									
---	-------------------	---	--	--	--	--	--	--	--	--	--

	88 834 110	N - Wet cylinder liner; finished; A=154 C=167 L=322 H+F=12.5+0.7, with cylinder head seal 215 8472 EE 0170-08									
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188

142

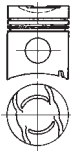
D



A 6 M 816	→ 1988	D AN 6	15204 cm ³	2V	145-172 kW	197-234 PS	£ 16:1	160
A 6 M 816 R		D LA 6	15204 cm ³	2V			£ 16:1	160
A 6 M 816 U		D LA 6	15204 cm ³	2V			£ 16:1	160
A 6 M 816 W		D LA 6	15204 cm ³	2V			£ 16:1	160
A 8 M 816	→ 1988	D A 8	20272 cm ³	2V	190-230 kW	259-313 PS	£ 16:1	160
A 8 M 816 C		D LA 8	20272 cm ³	2V			£ 16:1	160
A 8 M 816 CR		D LA 8	20272 cm ³	2V			£ 16:1	160
A 8 M 816 R		D LA 8	20272 cm ³	2V			£ 16:1	160
A 8 M 816 U		D LA 8	20272 cm ³	2V			£ 16:1	160
A 8 M 816 W		D LA 8	20272 cm ³	2V			£ 16:1	160
A 12 M 816	05.1974 → 12.1975	D A 12	30408 cm ³	2V	162-321 kW	220-436 PS	£ 16:1	160
A 12 M 816 C		D LA 12	30408 cm ³	2V			£ 16:1	160
A 12 M 816 CR		D LA 12	30408 cm ³	2V			£ 16:1	160
A 12 M 816 R		D LA 12	30408 cm ³	2V			£ 16:1	160
A 12 M 816 U		D LA 12	30408 cm ³	2V			£ 16:1	160
A 12 M 816 W		D LA 12	30408 cm ³	2V			£ 16:1	160
A 16 M 816	05.1974 → 12.1975	D A 16	40544 cm ³	2V	216-427 kW	295-581 PS	£ 16:1	160
BA 6 M 816 R	→ 09.1988	D LA 6	15204 cm ³	2V	358-433 kW	487-589 PS	£ 16:1	160
BA 6 M 816 U	→ 1986	D LA 6	15204 cm ³	2V	305-325 kW	415-442 PS	£ 16:1	160
BA 6 M 816 W	→ 1986	D LA 6	15204 cm ³	2V	330-355 kW	449-483 PS	£ 16:1	160
BA 8 M 816 C	→ 1988	D LA 8	20272 cm ³	2V			£ 16:1	160
BA 8 M 816 CR	→ 1988	D LA 8	20272 cm ³	2V	570-638 kW	775-868 PS	£ 16:1	160
BA 8 M 816 R	→ 1988	D LA 8	20272 cm ³	2V	475-578 kW	646-786 PS	£ 16:1	160
BA 8 M 816 U	→ 1986	D LA 8	20272 cm ³	2V	395-435 kW	537-592 PS	£ 16:1	160
BA 8 M 816 W	→ 1986	D LA 8	20272 cm ³	2V	474 kW	645 PS	£ 16:1	160
BA 12 M 816 C	07.1984 →	D LA 12	30408 cm ³	2V	608-770 kW	827-1047 PS	£ 16:1	160
BA 12 M 816 CR	→ 08.1988	D LA 12	30408 cm ³	2V	850-950 kW	1156-1292 PS	£ 16:1	160
BA 12 M 816 R	→ 08.1988	D LA 12	30408 cm ³	2V	720-866 kW	979-1178 PS	£ 16:1	160
BA 12 M 816 U	→ 1986	D LA 12	30408 cm ³	2V	615-650 kW	837-884 PS	£ 16:1	160
BA 12 M 816 W	→ 1986	D LA 12	30408 cm ³	2V	665-710 kW	905-965 PS	£ 16:1	160
BA 16 M 816 R	→ 1988	D LA 16	40544 cm ³	2V	955-1155 kW	1299-1571 PS		160
BA 16 M 816 U	→ 1986	D LA 16	40544 cm ³	2V	790-870 kW	1075-1183 PS	£ 16:1	160
BA 16 M 816 W	→ 1986	D LA 16	40544 cm ³	2V	860-948 kW	1170-1289 PS	£ 16:1	160



92 964 600



Cyl. Ø: 142; KH: 105; MT: -14.5; GL: 173; piston pin: 57x120; number of piston rings: 3

KKK, Lox, RTK

T15 4 CR G6

M 3

DSF 6 CR

→ 80 00333 1 0 ...

A 12 M 816 C, A 12 M 816 CR, A 12 M 816 R, A 12 M 816 U, A 12 M 816 W, A 6 M 816, A 6 M 816 R, A 6 M 816 U, A 6 M 816 W, A 8 M 816, A 8 M 816 C, A 8 M 816 CR, A 8 M 816 R, A 8 M 816 U, A 8 M 816 W, BA 12 M 816 CR, BA 12 M 816 R, BA 12 M 816 U, BA 12 M 816 W, BA 16 M 816 R, BA 16 M 816 U, BA 16 M 816 W, BA 6 M 816 R, BA 6 M 816 U, BA 6 M 816 W, BA 8 M 816 C, BA 8 M 816 CR, BA 8 M 816 R, BA 8 M 816 U, BA 8 M 816 W: 1972→



80 00333 1 0 000

Cyl. Ø: 142; Set: 1; [T15 G6 CR 4] [M 3] [DSF CR 6]



92 964 960

Piston: 92964600; Cylinder liner: 89039110, **A 12 M 816 C, A 12 M 816 CR, A 12 M 816 R, A 12 M 816 U, A 12 M 816 W, A 6 M 816, A 6 M 816 R, A 6 M 816 U, A 6 M 816 W, A 8 M 816, A 8 M 816 C, A 8 M 816 CR, A 8 M 816 R, A 8 M 816 U, A 8 M 816 W, BA 12 M 816 C, BA 12 M 816 CR, BA 12 M 816 R, BA 12 M 816 U, BA 12 M 816 W, BA 16 M 816 R, BA 16 M 816 U, BA 16 M 816 W, BA 6 M 816 R, BA 6 M 816 U, BA 6 M 816 W, BA 8 M 816 C, BA 8 M 816 CR, BA 8 M 816 R, BA 8 M 816 U, BA 8 M 816 W: 1972→**



89 039 110

N - Wet cylinder liner; finished; A=160 C=174.9 L=317 H+F=12.1+1.2



189

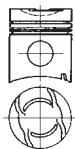
142



BA 6 M 816	05.1974 → 12.1975	D A 6	15204 cm ³	2V	245-269 kW	333-366 PS	ξ 16:1	160
BA 8 M 816	05.1974 → 12.1975	D A 8	20272 cm ³	2V	325-359 kW	442-488 PS	ξ 16:1	160
BA 12 M 816	05.1974 → 1986	D A 12	30408 cm ³	2V	247-564 kW	336-766 PS	ξ 16:1	160
BA 16 M 816	05.1974 → 12.1975	D A 16	40544 cm ³	2V	330-751 kW	449-1020 PS	ξ 16:1	160



92 964 600



Cyl. Ø: 142; KH: 105; MT: -14.5; GL: 173; piston pin: 57x120; number of piston rings: 3
 KKK, Lox, RTK
 T15 4 CR G6
 M 3
 DSF 6 CR
 → **80 00333 1 0 ...**



80 00333 1 0 000

Cyl. Ø: 142; Set: 1; [T15 G6 CR 4] [M 3] [DSF CR 6]



92 964 960

Piston: 92964600; Cylinder liner: 89039110



89 039 110

N - Wet cylinder liner; finished; A=160 C=174.9 L=317 H+F=12.1+1.2



81-2244

IN/EX; 18/ x 12 x 76 G1

81-2245


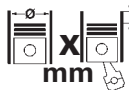

IN/EX; 18.5/ x 12 x 76 G1

D



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EAGLE-PICHER	1099
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..... → FORD	212
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..... → MWM	1006
..... → PERKINS	1028
EAVES	75
ECOAIR	85
EDER	85
EICHER	173
..... → PERKINS	1028
ELGIN	71
..... → JOHN DEERE	256
ENGLISH ELECTRIC	75
ETNYRE	75
EUCLID	75



		Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos
ED 1 A		D (AN) 1	110 x 150	1425	2		12	16	3
ED 1 B		D (AN) 1	110 x 150	1425	2	17,5:1	14	19	3
ED 1 C		D (AN) 1	112	1470	2		16	21	4
ED 1 E		D (AN) 1	105 x 150	1298	2		7-10	10-13	2
ED 2 B		D (AN) 2	110 x 150	2851	2	17,5:1	19-24	26-33	3
ED 2 E		D (AN) 2	105 x 150	2596	2		19	26	2
EDK 1		D (AN) 1	100 x 125	981	2	20,4:1	11	15	1
EDK 2		D (AN) 2	100 x 125	1962	2	20,4:1	22	30	1
EDK 3		D (AN) 3	100 x 125	2944	2	20,4:1	25	35	1
EDK 4		D (AN) 4	100 x 125	3927	2	20,4:1	40-44	55-60	1
EDK 6		D (AN) 6	100 x 125	5890	2	20,4:1	70	95	1

E



1				100				
	EDK 1	1959 → 1976	D AN 1	981 cm ³	2V 11 kW 15 PS	£20,4:1		125
	EDK 2	1959 → 1976	D AN 2	1962 cm ³	2V 22 kW 30 PS	£20,4:1		125
	EDK 3	1959 → 1976	D AN 3	2944 cm ³	2V 25 kW 35 PS	£20,4:1		125
	EDK 4	1959 → 1976	D AN 4	3927 cm ³	2V 40-44 kW 55-60 PS	£20,4:1		125
	EDK 6	1959 → 1976	D AN 6	5890 cm ³	2V 70 kW 95 PS	£20,4:1		125
	E 1 B, ELK 320, EM 200, EM 300, ES 200, ES 201, G 25, G 280, G 30, Leopard EM 100 B, 340, 360, 420							

	4167	EX; 38.5 x 9 x 131.5 x S - Cr - 45° - 1 - III		81-4019	IN/EX; 15/ x 9 x 58 G1
	4166	IN; 42.5 x 9 x 131.5 x S - Cr - 45° - 1 - III		81-4018	IN/EX; 15/ x 9 x 68 G1

2				105			
	ED 1 E	1956 →	D AN 1	1298 cm ³	2V 7-10 kW 10-13 PS		150
	ED 2 E	1956 →	D AN 2	2596 cm ³	2V 19 kW 26 PS		150

4135 IN/EX; 45 x 10 x 149 x S - - 45° - 6 - III

3				110				
	ED 1 A	1956 →	D AN 1	1425 cm ³	2V 12 kW 16 PS		150	
	ED 1 B	1952 →	D AN 1	1425 cm ³	2V 14 kW 19 PS	£17,5:1		150
	ED 2 B	1956 →	D AN 2	2851 cm ³	2V 19-24 kW 26-33 PS	£17,5:1		150
	ED 16, 15/2							

4135 IN/EX; 45 x 10 x 149 x S - - 45° - 6 - III

4				112	
	ED 1 C	1956 →	D AN 1	1470 cm ³	2V 16 kW 21 PS




4135 IN/EX; 45 x 10 x 149 x S - - 45° - 6 - III



	Page
FAHR	→ DEUTZ 85
.....	→ FORD 212
.....	→ MERCEDES-BENZ 472
.....	→ MWM 1006
.....	→ VOLKSWAGEN 1099
FAI (KOMATSU UTILITY EUROPE)	→ PERKINS 1028
FAIRBANKS MORSE	→ DEUTZ 85
FAUN	→ DEUTZ 85
.....	→ FORD 212
FAUN FRISCH	→ CUMMINS 75
.....	→ DEUTZ 85
FAVELLE FAVCO	→ CATERPILLAR 71
.....	→ CUMMINS 75
FENDT	→ DEUTZ 85
.....	→ MAN 280
.....	→ MWM 1006
FERGUSON	→ MASSEY-FERGUSON 459
FERMEC	→ PERKINS 1028
FIAT	→ CUMMINS 75
FIAT / IVECO	176
FIAT ALLIS	→ CUMMINS 75
.....	→ DEUTZ 85
.....	→ FIAT / IVECO 176
.....	→ PERKINS 1028
FIAT HITACHI	→ CUMMINS 75
.....	→ FIAT / IVECO 176
.....	→ HINO 237
FIATAGRI (CNH GLOBAL)	→ CATERPILLAR 71
.....	→ DAF 82
.....	→ FIAT / IVECO 176
.....	→ PERKINS 1028
FIATALLIS	→ MERCEDES-BENZ 472
.....	→ MWM 1006
FIELD QUEEN	→ CATERPILLAR 71
FLETCHER	→ DEUTZ 85
FLOATER	→ CUMMINS 75
.....	→ FORD 212
FLOTTMANN	→ DEUTZ 85
FMC	→ JOHN DEERE 256
FORD	212
.....	→ KUBOTA 270
FORDSON	→ FORD 212
.....	→ PERKINS 1028
FOWLER	→ PERKINS 1028
FOX RIVER	→ PERKINS 1028
FREEMAN	→ CUMMINS 75
FUCHS	→ DEUTZ 85
.....	→ PERKINS 1028
FURUKAWA	→ CUMMINS 75
.....	→ DEUTZ 85
.....	→ HINO 237
.....	→ ISUZU 251
.....	→ MERCEDES-BENZ 472
.....	→ MITSUBISHI 1004
.....	→ NISSAN 1021
FWD	→ CUMMINS 75



F

				Cyl.		cm³		Comp. Ratio ε	kW	PS	Pos
CN 3D		D (AN)	3	110 x 130	3706	2	17,4:1	48	65	58	
CN 3I		D (AN)	3	110 x 130	3706	2	17,4:1	43	58	58	
CO 3C		D (AN)	4	110 x 130	4940	2	16:1	60	82	58	
CO 3D		D (AN)	4	110 x 130	4940	2	16:1	63	85	60	
CO 3I		D (AN)	4	110 x 130	4940	2	16:1	54	73	58	
CO 3/130		D (AN)	4	115 x 130	5401	2	17:1	56-67	76-91	66	
CO 3/60		D (AN)	4	110 x 120	4562	2	17:1	47	64	59	
CO 3/75		D (AN)	4	110 x 120	4562	2	17:1	65	88	59	
CO 3/80		D (AN)	4	110 x 130	4940	2	16:1	63	85	58	
CP 3		D (AN)	6	110 x 130	7412	2	16:1	79-82	107-112	58	
CP 3C		D (AN)	6	110 x 130	7412	2	16:1	88	120	58	
CP 3I		D (AN)	6	110 x 130	7412	2	16:1	85	115	58	
CP 3/100		D (AN)	6	110 x 130	7412	2	16:1	75-97	102-132	58	
CP 3/32		D (AN)	6	110 x 130	7412	2	16:1	97	132	58	
CP 3/42		D (AN)	6	110 x 130	7412	2	17,4:1	107	145	58	
CP 3/42.300		D (AN)	6	110 x 130	7412	2	16:1	109	148	58	
CP 3/43		D (AN)	6	110 x 130	7412	2	16:1	97	132	58	
CP 3/80		D (AN)	4	110 x 130	4940	2	16:1	81	110	58	
D 3.152		D (AN)	3	91,48 x 126,9	2503	2		35	47	5	
D 4.203		D (AN)	4	91,48 x 126,9	3335	2	18,6:1	40	54	6	
F2 BE 0681 E Euro 2		D (LA)	6	115 x 125	7790	4	17:1	180	245	69	
F2 BE 0681 F Euro 3		D (LA)	6	115 x 125	7790	4	17:1	228	310	70	
F3 AE 0681 B Euro 3		D (LA)	6	125 x 140	10308	4	17:1	294	400	77	
F3 AE 0681 D Euro 3		D (LA)	6	125 x 140	10308	4	17:1	316	430	77	
F3 AE 0681 E Euro 3		D (LA)	6	125 x 140	10308	4	17:1	287	390	77	
F4 AE 0684 C		D (LA)	6	102 x 120	5900	4	17,5	169	227	39	
M705 BA.19.0		D (AN)	4	82,6 x 90	1929	2	20:1	27	37	2	
4.203		D (AN)	4	91,48 x 126,9	3335	2	17,4:1	44	60	4	
4.107		D (AN)	4	79,375 x 88,9	1753	2	22:1	18-40	25-55	1	
4.236		D (AN)	4	98,48 x 126,8	3864	2	16:1	48-60	59-80	27	
4.248		D (AN)	4	101,054 x 126,8	4064	2	16:1	53-66	72-90	37	
4.318.2		D (AN)	4	114,313 x 127	5215	2	17,5:1	72	98	62	
614.000		D (AN)	2	85 x 100	1135	2	21,5:1	13	18	3	
614.010		D (AN)	2	85 x 100	1135	2	21,5:1	13	18	3	
615.000		D (AN)	4	85 x 100	2270	2	21,5:1	29	40	3	
6.372.4		D (AN)	6	101,054 x 126,8	6100	2	16:1	82-87	112-118	38	
802.000		D (AN)	2	95 x 110	1560	2	17:1	18	25	25	
8020.01		D (AN)	2	95 x 110	1560	2	17:1	18	25	25	
8025.01		D (AN)	2	95 x 110	1560	2	17:1	18	25	26	
8025.02	001, 004, 304, 311	D (AN)	2	100 x 110	1727	2	17:1	24	32	28	
803.000		D (AN)	3	95 x 110	2340	2	17:1	28	38	26	
8030.01		D (AN)	3	95 x 110	2340	2	17:1	28-37	38-51	26	
8030.02		D (AN)	3	100 x 110	2592	2	17:1	46	62	28	
8031.04	300	D (AN)	3	103 x 110	2749	2	17:1	40	54	40	
8031.05	300	D (AN)	3	104 x 115	2931	2	17:1	43	58	44	
8035.01	303	D (AN)	3	95 x 110	2338	2	17:1	28-35	38-48	26	
8035.01	306, 308, 309, 320	D (AN)	3	95 x 110	2338	2	17:1	28-35	38-48	25	
8035.02	201, 202, 210, 212, 261, 265, 302, 310, 312, 350, 353, 355, 356, 361, 365	D (AN)	3	100 x 110	2592	2	17:1	29-40	39-54	29	
8035.02	204, 304, 359	D (AN)	3	100 x 110	2592	2	17:1	37-40	50-54	30	
8035.02	276, 300, 376	D (AN)	3	100 x 110	2592	2	17:1	33-46	45-62	28	
8035.04	265, 270, 272, 300, 376, 378	D (AN)	3	103 x 110	2749	2	17:1	35-43	48-58	41	
8035.04	359	D (AN)	3	103 x 110	2749	2	17:1	38	52	42	
8035.04	370, 377	D (AN)	3	103 x 110	2749	2	17:1	38-43	52-58	40	
8035.05	000, 216, 317, 358, 359, 377	D (AN)	3	104 x 115	2931	2	17:1	37-44	50-60	44	
8035.05	200, 206, 208, 265, 306, 307, 308, 309	D (AN)	3	104 x 115	2931	2	17:1	42-44	57-60	45	
8035.06	200, 206, 208, 216, 220, 222, 223, 306, 307, 308, 309, 317, 320, 321, 322, 323	D (AN)	3	100 x 115	2708	2	17:1	33-40	40-54	31	
8035.44	059	D (AN)	3	103 x 110	2749	2	17:1	35	48	40	
8040.02		D (AN)	4	100 x 110	3456	2	17:1	60	82	28	
8040.02	267, 300, 360, 367	D (AN)	4	100 x 110	3456	2	17:1	44-56	60-76	29	
8040.04	200	D (AN)	4	103 x 110	3666	2	17:1	63	85	41	
8040.25	000	D (A)	4	104 x 115	3908	2	17:1	74-85	101-115	46	
8040.25	207, 208	D (A)	4	104 x 115	3908	2	17:1	85	115	47	
8040.25	900	D (A)	4	104 x 115	3908	2	17:1	96	131	48	
8040.45 Euro 2	5200	D (LA)	4	104 x 115	3908	2	18:1	100	136	49	
8041 I.002		D (AN)	4	103 x 110	3666	2	17:1	52	71	40	
8041 I.004		D (AN)	4	103 x 110	3666	2	17:1	52	71	40	



TRW
EngineComponents

PIERBURG

FIAT / IVECO

Cyl.	mm	cm ³	Comp. Ratio	kW	PS	Pos			
							ε		
8140.67	2620, 2630, 2639	D (AN) 4	93 x 92	2499	2	22,5:1	59	80	15
8140.67	2700	D (AN) 4	93 x 92	2499	2	22:1	62	85	16
8200.02	220	D (AN) 6	122 x 140	9819	2	16,7:1	147	200	73
8200.03	000	D (AN) 6	125 x 140	10308	2	15,7:1	154	210	74
8200.12	004	D (AN) 6	122 x 140	9819	2	16,7:1	141-147	192-200	73
8205.02	511, 520, 531, 550	D (AN) 6	122 x 140	9819	2	16,7:1	100-115	136-156	73
8210.02	440, 441, 442, 443, 444, 580, 582	D (AN) 6	137 x 156	13798	2	16:1	191	260	78
8210.22	000, 371	D (A) 6	137 x 156	13798	2	15:1	224	305	79
8210.42 Euro 1	210, 235, 237, 269, 270, 271	D (LA) 6	137 x 156	13798	2	16,5:1	265	360	80
8215.02	561	D (A) 6	137 x 156	13798	2	16:1	191	260	78
8215.02	563	D (A) 6	137 x 156	13798	2	16:1	191	260	81
8215.22	520	D (A) 6	137 x 156	13798	2	15:1	184	250	82
8215.22	531	D (A) 6	137 x 156	13798	2	15:1	173	235	83
8215.22	542	D (A) 6	137 x 156	13798	2	15:1	182	247	84
8220.02	870	D (AN) 6	125 x 130	9572	2	17:1	148	151	75
8220.32	725	D (A) 6	125 x 130	9572	2	15,6:1	177	240	76
8261 I 002		D (AN) 6	145 x 130	12876	2	16:1	165	225	85
8261.02	001	D (AN) 6	145 x 130	12876	2	16:1	165	225	85
8280.42	050	D (LA) 8	145 x 130	17174	4	16:1	350	476	86
8280.42	350	D (LA) 8	145 x 130	17174	2	16:1	378	514	86
8281.22	000	D (LA) 8	145 x 130	17174	2	15,5:1	281	381	87
8282.22	000	D (A) 8	145 x 130	17174	2	15,5:1	281	381	87
8285.22	000	D (LA) 8	145 x 130	17174	2	15,5:1	276	375	88
8340.04	040, 200, 250	D (AN) 4	115 x 110	4570	2	17:1	73-74	99-101	63
8340.06	000	D (AN) 4	115 x 110	4570	2	17:1	74	100	64
8360.04	200	D (AN) 6	115 x 110	6855	2	17:1	106	145	64
8360.05	200, 254	D (AN) 6	115 x 130	8101	2	17:1	118-124	160-169	65
8360.46 Euro 2	4649	D (LA) 6	112 x 130	7685	2	17,6:1	196	267	61
8361.01		D (AN) 6	115 x 130	8101	2	17:1	119	161	66
8361.05	500	D (AN) 6	115 x 130	8101	2	17:1	118	160	66
8361.25 Euro 2	510, 511	D (LA) 6	115 x 130	8101	2	15,5:1	154-173	210-235	67
8361.45	500, 530	D (LA) 6	115 x 130	8101	2	15,5:1	169-243	230-330	67
8365.05	500, 520, 530, 531, 555, 560, 570, 580, 590	D (AN) 6	115 x 130	8101	2	17:1	94-114	128-155	65
8365.25	500, 533	D (A) 6	115 x 130	8101	2	15,5:1	132-147	180-200	68
8365.25	501, 502, 503, 512, 513, 514, 515, 520, 522, 530, 532	D (A) 6	115 x 130	8101	2	15,5:1	113-133	116-180	67
8460.21	002	D (A) 6	120 x 140	9498	2	16:1	176	239	71
8460.41	101	D (LA) 6	120 x 140	9498	2	16:1	234	318	71
8460.41	320, 406	D (LA) 6	120 x 140	9498	2	15:1	234-254	318-345	72
8465.21	002, 004	D (A) 6	120 x 140	9498	2	16:1	186	253	72



1		79,375										
	4.107		01.1972 →	D	AN	4	1753 cm ³	2V	18-40 kW	25-55 PS	⊗22.1	⊗ 88,9
	Series FD 3											

	105-35607	EX; 30.3 x 8 x 117 x S - - 45° - 1 - III		81-85005	IN/EX; 12.74/ x 8 x 62 G1
	105-35606	IN; 35.9 x 8 x 116.8 x S - - 45° - 1 - III			

2		82,6										
	M705 BA.19.0		10.1988 →	D	AN	4	1929 cm ³	2V	27 kW	37 PS	⊗20:1	⊗ 90
	Series DI 12, Series DI 15, Series DI 20, Series DI 21											

	92 231 600	Cyl. Ø: 82.6; KH: 42.2; BÜ: 2.5; GL: 78.3; piston pin: 25x69.4; number of piston rings: 3 92 231 630 83,00 / 92 231 640 83,20 RTK, Lox T15 2,5 MO G6 N 2 MO G3 DSF 3 CR → 80 00366 4 1 ... , 80 00366 4 2 ... cylinder head gasketpiston protrusion: notches thickness more thanless than Engine 1,7 Ltr. D/TD ... Engine No. 1464107 0 1,65 mm + 0,80 1 1,80 mm + 0,80 + 0,95 2 1,95 mm + 0,95 Engine No. 1464108 ... 0 1,65 mm + 1,00 1 1,80 mm + 1,00 + 1,15 2 1,95 mm + 1,15 Engine 1,9 Ltr. D, also Ducato 0 1,65 mm + 0,50 1 1,80 mm + 0,50 + 0,65 2 1,95 mm + 0,65 Engine 1,9 Ltr. TD ... Engine No. 1300041 0 1,65 mm + 0,30 1 1,80 mm + 0,30 + 0,50 2 1,95 mm + 0,50 Engine No. 1300042...1464107 0 1,65 mm + 0,50 1 1,80 mm + 0,50 + 0,65 2 1,95 mm + 0,65 Engine No. 1464108 ... 0 1,65 mm + 0,70 1 1,80 mm + 0,70 + 0,85 2 1,95 mm + 0,85
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	80 00366 4 1 000	Cyl. Ø: 82.6; Set: 4; [T15 G6 MO 2.5] [N G3 MO 2] [DSF CR 3] 80 00366 4 1 040 83,00 / 80 00366 4 1 060 83,20
	80 00366 4 2 000	Cyl. Ø: 82.6; Set: 4; [T15 G6 MO 2.5] [NM 2] [DSF CR 3]

	92 231 960	Piston: 92231600; Cylinder liner: 89386190
	92 231 961	Piston: 92231600; Cylinder liner: 89424190

	89 424 190	T - Dry cylinder liner; semi; A=86 C=89 L=147.5 H=4.5
	89 386 190	T - Dry cylinder liner; semi; A=86 L=154

	17079	EX; 33.5 x 8 x 117 x A - Cr - 45° - VS - 1 -		RK-8	
	17060	IN; 37.5 x 8 x 116.5 x A - Cr - 45° - VS - 9 -		81-1765	EX; 14.1/ x 8 x 45.5 G1
	17065	IN; 37.5 x 8 x 116.8 x A - Cr - 45° - 1 -		81-1766	EX; 14.15/ x 8 x 45.5 G1
				81-1767	EX; 14.25/ x 8 x 45.5 G1
				81-1762	IN; 14.1/ x 8 x 42 G1
				81-1763	IN; 14.15/ x 8 x 42 G1
				81-1764	IN; 14.25/ x 8 x 42 G1
				81-17110	IN/EX; 14.07/ x 8 x 46 G1
				81-17111	IN/EX; 14.25/ x 8 x 46 G1

F



3		85							
		614.000	D AN 2	1135 cm ³	2V	13 kW	18 PS	£21,5:1	100
		614.010	D AN 2	1135 cm ³	2V	13 kW	18 PS	£21,5:1	100
		615.000	D AN 4	2270 cm ³	2V	29 kW	40 PS	£21,5:1	100

	90 422 600	Cyl. Ø: 85; KH: 50.3; MT: -4.5; GL: 90; piston pin: 28x74; number of piston rings: 4
		M 3 CR G3
		R 3
		N 3
		GSF 5,5

4		91,48							
F		4.203	01.1971 →	D AN 4	3335 cm ³	2V	44 kW	60 PS	£17,4:1 126,9
		Series ACF 110, Series ACP 40 / 50							

	91 130 600	Cyl. Ø: 91.48; KH: 57.25; GL: 108; piston pin: 31.75x75.3; number of piston rings: 5
		URK
		R 2,385
		R 2,385
		LA 0,79
		G 6,335
		S 6,335
		→ 80 00159 1 0 ...
		Top piston - Pay attention to top clearance

	91 130 700	Cyl. Ø: 91.48; KH: 57.25; GL: 108; piston pin: 31.75x75.3; number of piston rings: 5
		URK
		R 2,385 CR
		R 2,385
		LA 0,79
		G 6,335
		S 6,335
		→ 80 00159 1 0 ..., 80 00159 1 1 ...
		Top piston - Pay attention to top clearance

	80 00159 1 0 000	Cyl. Ø: 91.48; Set: 4; [R 2.385] [R 2.385] [LA .79] [G 6.335] [S 6.335]
	80 00159 1 1 000	Cyl. Ø: 91.48; Set: 4; [R CR 2.385] [R 2.385] [LA .79] [G 6.335] [S 6.335]

	91 130 965	Piston: 91130600; Cylinder liner: 88552110
	91 130 967	Piston: 91130600; Cylinder liner: 88363190
	91 130 971	Piston: 91130700; Cylinder liner: 88363190
	91 130 972	Piston: 91130700; Cylinder liner: 88552110
	91 130 973	Piston: 91130700; Cylinder liner: 89042190

	88 552 110	T - Dry cylinder liner; finished; A=93.67 C=96.7 L=216 H=3.76
	88 363 190	T - Dry cylinder liner; semi; A=93.713 C=96.7 L=216 H=3.76
	89 042 190	T - Dry cylinder liner; semi; A=93.97 C=96.7 L=216 H=3.76, with outside oversize .010'

	105-02077	EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III		81-85005	IN/EX; 12.74/ x 8 x 62 G1
	105-35469	EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III M +1			
	105-02076	IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III			
	105-35468	IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III M +1			

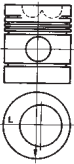






	50 005 247	
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5		91,48							
		D 3.152	01.1971 →	D AN 3	2503 cm ³	2V	35 kW	47 PS	126,9
		Series AC 160, Series 48, Series 520							

	92 772 600	Cyl. Ø: 91.48; KH: 61.9; MT: -18.57; MØ: 55.9; GL: 109.5; piston pin: 31.75x75.3; number of piston rings: 5
		URK
		R 2,385 G3
		M 2,385
		M 3,16
		SSF 6,335
		S 6,335
		→ 80 00157 1 1 ...

cont...




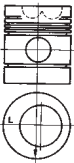





	99 614 600	Cyl. Ø: 91.48; KH: 61.77; MT: -18.57; MØ: 55.9; GL: 109.37; piston pin: 31.75x75.3; number of piston rings: 5 R 2,385 CR G6 M 2,385 NM 3,16 DSF 6,335 CR D 6,335 → 80 00572 1 0 ...	
	80 00157 1 1 000	Cyl. Ø: 91.48; Set: 1; [R CR 2.385] [R 2.385] [N 3.16] [DSF CR 6.35] [S 6.335]	
	80 00572 1 0 000	Cyl. Ø: 91.48; Set: 1; [R G6 IW CR 2.385] [M IF 2.385] [NM 3.16] [DSF CR 6.335] [D 6.335]	
	92 772 964	Piston: 92772600; Cylinder liner: 88552110	
	99 614 960	Piston: 99614600; Cylinder liner: 88552110	
	99 614 961	Piston: 99614600; Cylinder liner: 88363190	
	99 614 962	Piston: 99614600; Cylinder liner: 89042190	
	88 552 110	T - Dry cylinder liner; finished; A=93.67 C=96.7 L=216 H=3.76	
	88 363 190	T - Dry cylinder liner; semi; A=93.713 C=96.7 L=216 H=3.76	
	89 042 190	T - Dry cylinder liner; semi; A=93.97 C=96.7 L=216 H=3.76, with outside oversize .010'	
	105-03364	EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III	 81-85007 IN; 12.72/ x 7.92 x 56.3 G1
	105-35471	EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III M +.8	81-85005 IN/EX; 12.74/ x 8 x 62 G1
	105-03363	IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III	
	105-35470	IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III M +.8	
	50 005 234		

F

6  **91,48**

 **D 4.203** 01.1984 → **D AN 4** 3335 cm³ 2V 40 kW 54 PS €18,6:1  126,9

 **Series 620**

	92 772 600	Cyl. Ø: 91.48; KH: 61.9; MT: -18.57; MØ: 55.9; GL: 109.5; piston pin: 31.75x75.3; number of piston rings: 5 URK R 2,385 G3 M 2,385 M 3,16 SSF 6,335 S 6,335 → 80 00157 1 1 ...	
	99 614 600	Cyl. Ø: 91.48; KH: 61.77; MT: -18.57; MØ: 55.9; GL: 109.37; piston pin: 31.75x75.3; number of piston rings: 5 R 2,385 CR G6 M 2,385 NM 3,16 DSF 6,335 CR D 6,335 → 80 00572 1 0 ...	
	80 00157 1 1 000	Cyl. Ø: 91.48; Set: 1; [R CR 2.385] [R 2.385] [N 3.16] [DSF CR 6.35] [S 6.335]	
	80 00572 1 0 000	Cyl. Ø: 91.48; Set: 1; [R G6 IW CR 2.385] [M IF 2.385] [NM 3.16] [DSF CR 6.335] [D 6.335]	
	92 772 964	Piston: 92772600; Cylinder liner: 88552110	
	99 614 960	Piston: 99614600; Cylinder liner: 88552110	
	99 614 961	Piston: 99614600; Cylinder liner: 88363190	
	99 614 962	Piston: 99614600; Cylinder liner: 89042190	
	88 552 110	T - Dry cylinder liner; finished; A=93.67 C=96.7 L=216 H=3.76	
	88 363 190	T - Dry cylinder liner; semi; A=93.713 C=96.7 L=216 H=3.76	
	89 042 190	T - Dry cylinder liner; semi; A=93.97 C=96.7 L=216 H=3.76, with outside oversize .010'	
	105-03364	EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III	 81-85007 IN; 12.72/ x 7.92 x 56.3 G1
	105-35471	EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III M +.8	81-85005 IN/EX; 12.74/ x 8 x 62 G1
	105-03363	IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III	
	105-35470	IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III M +.8	



TRW
EngineComponents

PIERBURG

FIAT / IVECO

7

93



8140.07 Euro 1

3700

10.1993→

D AN 4

2499 cm³

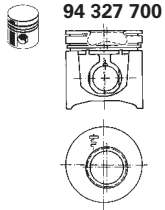
2V

53 kW

72 PS

€ 19:1

92



94 327 700

Cyl. Ø: 93; KH: 58.75; MT: -16.9; MØ: 40; GL: 96.75; piston pin: 32x75; number of piston rings: 3

94 327 730 93,40

RTK

T15 3 CR G6

N 2 MO

DSF 3 CR

→ **80 00068 4 0 ...**



80 00068 4 0 000

Cyl. Ø: 93; Set: 4; [T15 G6 CR 3] [N MO 2] [DSF CR 3]

80 00068 4 0 040 93,40 / 80 00068 4 0 060 93,60

F



89 319 190

T - Dry cylinder liner; semi; A=96 C=98.9 L=171 H=5

89 319 191

T - Dry cylinder liner; semi; A=96.04 C=98.9 L=171 H=5

89 319 192

T - Dry cylinder liner; semi; A=96.08 C=98.9 L=171 H=5

89 319 193

T - Dry cylinder liner; semi; A=96.2 C=98.9 L=171 H=5



77 153 690

SET PL-B SEMI Ø 31.996 / 34.895 / 30.700 / St/B, mot. 344 183→

77 154 600

SET HL STD Ø 76.200 / 80.586 / 25.000 / 2.172 St/B/G; PASS-L STD Ø 76.200 / 80.586 / 31.950 / 2.172 St/B/G

77 154 610 0,254 / 77 154 620 0,508, →mot. 1846776

77 155 600

SET PL STD Ø 56.535 / 60.333 / 24.700 / 1.900 St/B/G; PL STD Ø 56.535 / 60.333 / 24.700 / 1.872 St/B/G

77 155 610 0,254 / 77 155 620 0,508, Attention to the marks on the bearing shells:

Stelo=rod or Cappello=cap



17063

EX; 34.5 x 8 x 122 x A/S - Cr - 45° - 9 - III

17062

IN; 41 x 8 x 120.7 x A/S - Cr - 30° - 9 - III

OES specification



RK-8

RK-8H



81-17116

IN/EX; 13.02/ x 8.02 x 56 G1

81-17115

IN/EX; 13.07/ x 8.02 x 56 G1

81-17114

IN/EX; 13.07/ x 8.02 x 60 G1, without valve stem gasket

81-5611

IN/EX; 13.12/ x 8 x 56 G1

8

93



8140.21

235

06.1987→12.1989

D A 4

2445 cm³

2V

68 kW

92 PS

€ 18:1

90



93 123 600

Cyl. Ø: 93; KH: 59.65; MT: -14.8; MØ: 52; GL: 97.65; piston pin: 32x74.4; number of piston rings: 3

RTK, RK

T15 3 CR G6

M 2 G3

DSF 3 CR

→ **80 00068 4 0 ...**



80 00068 4 0 000

Cyl. Ø: 93; Set: 4; [T15 G6 CR 3] [N MO 2] [DSF CR 3]

80 00068 4 0 040 93,40 / 80 00068 4 0 060 93,60



93 123 960

Piston: 93123600; Cylinder liner: 89319190

93 123 961

Piston: 93123600; Cylinder liner: 89319191

93 123 962

Piston: 93123600; Cylinder liner: 89319192

93 123 963

Piston: 93123600; Cylinder liner: 89319193



89 319 190

T - Dry cylinder liner; semi; A=96 C=98.9 L=171 H=5

89 319 191

T - Dry cylinder liner; semi; A=96.04 C=98.9 L=171 H=5

89 319 192

T - Dry cylinder liner; semi; A=96.08 C=98.9 L=171 H=5

89 319 193

T - Dry cylinder liner; semi; A=96.2 C=98.9 L=171 H=5



77 153 690

SET PL-B SEMI Ø 31.996 / 34.895 / 30.700 / St/B, mot. 344 183→

77 154 600

SET HL STD Ø 76.200 / 80.586 / 25.000 / 2.172 St/B/G; PASS-L STD Ø 76.200 / 80.586 / 31.950 / 2.172 St/B/G

77 154 610 0,254 / 77 154 620 0,508, →mot. 1846776

77 155 600

SET PL STD Ø 56.535 / 60.333 / 24.700 / 1.900 St/B/G; PL STD Ø 56.535 / 60.333 / 24.700 / 1.872 St/B/G

77 155 610 0,254 / 77 155 620 0,508, Attention to the marks on the bearing shells:

Stelo=rod or Cappello=cap



17063

EX; 34.5 x 8 x 122 x A/S - Cr - 45° - 9 - III

17062

IN; 41 x 8 x 120.7 x A/S - Cr - 30° - 9 - III

OES specification



RK-8

RK-8H



81-17116

IN/EX; 13.02/ x 8.02 x 56 G1

81-17115

IN/EX; 13.07/ x 8.02 x 56 G1

81-17114

IN/EX; 13.07/ x 8.02 x 60 G1, without valve stem gasket

81-5611

IN/EX; 13.12/ x 8 x 56 G1



9

93



8140.27 Euro 1

2585

02.1993 →

D A 4

2499 cm³

2V 76-78 kW

103-106 PS

ε 18,5:1

92



17063

EX; 34.5 x 8 x 122 x A/S - Cr - 45° - 9 - III

17062

IN; 41 x 8 x 120.7 x A/S - Cr - 30° - 9 - III

OES specification



RK-8

RK-8H



81-17116

IN/EX; 13.02/ x 8.02 x 56 G1

81-17115

IN/EX; 13.07/ x 8.02 x 56 G1

81-17114

IN/EX; 13.07/ x 8.02 x 60 G1, without valve stem gasket

81-5611

IN/EX; 13.12/ x 8 x 56 G1

10

93



8140.47 Euro 1

2585

10.1994 →

D LA 4

2499 cm³

2V 85 kW

116 PS

ε 18,5:1

92



94 382 600

Cyl. Ø: 93; KH: 58.75; MT: -18.4; MØ: 38; GL: 96.75; piston pin: 32x78.1; number of piston rings: 3

94 382 630 93,40 / 94 382 640 93,60

KBB, RTK, KKK

T15 3 CR G6

M 2 G3

DSF 3 CR

→ 80 00068 4 0 ...

with piston pin bushing

94 383 600

Cyl. Ø: 93; KH: 58.75; MT: -18.4; MØ: 38; GL: 96.75; piston pin: 32x78.1; number of piston rings: 3

94 383 630 93,40 / 94 383 640 93,60

KKK, RTK

T15 3 CR G6

M 2 G3

DSF 3 CR

→ 80 00068 4 0 ...

without piston pin bushing



80 00068 4 0 000

Cyl. Ø: 93; Set: 4; [T15 G6 CR 3] [N MO 2] [DSF CR 3]

80 00068 4 0 040 93,40 / 80 00068 4 0 060 93,60



94 382 960

Piston: 94382600; Cylinder liner: 89319190

94 382 961

Piston: 94382600; Cylinder liner: 89319191

94 382 962

Piston: 94382600; Cylinder liner: 89319192

94 382 963

Piston: 94382600; Cylinder liner: 89319193

94 383 960

Piston: 94383600; Cylinder liner: 89319190

94 383 961

Piston: 94383600; Cylinder liner: 89319191

94 383 962

Piston: 94383600; Cylinder liner: 89319192

94 383 963

Piston: 94383600; Cylinder liner: 89319193



89 319 190

T - Dry cylinder liner; semi; A=96 C=98.9 L=171 H=5

89 319 191

T - Dry cylinder liner; semi; A=96.04 C=98.9 L=171 H=5

89 319 192

T - Dry cylinder liner; semi; A=96.08 C=98.9 L=171 H=5

89 319 193

T - Dry cylinder liner; semi; A=96.2 C=98.9 L=171 H=5



77 153 690

SET PL-B SEMI Ø 31.996 / 34.895 / 30.700 / St/B, mot. 344 183→

77 154 600

SET HL STD Ø 76.200 / 80.586 / 25.000 / 2.172 St/B/G; PASS-L STD Ø 76.200 / 80.586 / 31.950 / 2.172 St/B/G

77 154 610 0,254 / 77 154 620 0,508, →mot. 1846776

77 155 600

SET PL STD Ø 56.535 / 60.333 / 24.700 / 1.900 St/B/G; PL STD Ø 56.535 / 60.333 / 24.700 / 1.872 St/B/G

77 155 610 0,254 / 77 155 620 0,508, Attention to the marks on the bearing shells:

Stelo=rod or Cappello=cap



17063

EX; 34.5 x 8 x 122 x A/S - Cr - 45° - 9 - III



17062

IN; 41 x 8 x 120.7 x A/S - Cr - 30° - 9 - III

OES specification



RK-8

RK-8H



81-17116

IN/EX; 13.02/ x 8.02 x 56 G1

81-17115

IN/EX; 13.07/ x 8.02 x 56 G1

81-17114

IN/EX; 13.07/ x 8.02 x 60 G1, without valve stem gasket

81-5611

IN/EX; 13.12/ x 8 x 56 G1



11

93



8140.47 Euro 1

3700

08.1994 →

D LA 4 2499 cm³ 2V 85 kW 115 PS € 18,5:1 92



Cyl. Ø: 93; KH: 58.75; MT: -18.4; MØ: 38; GL: 96.75; piston pin: 32x78.1; number of piston rings: 3

94 382 630 93,40 / **94 382 640** 93,60

KBB, RTK, KKK

T15 3 CR G6

M 2 G3

DSF 3 CR

→ **80 00068 4 0 ...**

with piston pin bushing

Cyl. Ø: 93; KH: 58.75; MT: -18.4; MØ: 38; GL: 96.75; piston pin: 32x78.1; number of piston rings: 3

94 383 630 93,40 / **94 383 640** 93,60

KKK, RTK

T15 3 CR G6

M 2 G3

DSF 3 CR

→ **80 00068 4 0 ...**

without piston pin bushing

F



80 00068 4 0 000

Cyl. Ø: 93; Set: 4; [T15 G6 CR 3] [N MO 2] [DSF CR 3]

80 00068 4 0 040 93,40 / **80 00068 4 0 060** 93,60



94 382 960

Piston: 94382600; Cylinder liner: 89319190

94 382 961

Piston: 94382600; Cylinder liner: 89319191

94 382 962

Piston: 94382600; Cylinder liner: 89319192

94 382 963

Piston: 94382600; Cylinder liner: 89319193

94 383 960

Piston: 94383600; Cylinder liner: 89319190

94 383 961

Piston: 94383600; Cylinder liner: 89319191

94 383 962

Piston: 94383600; Cylinder liner: 89319192

94 383 963

Piston: 94383600; Cylinder liner: 89319193



89 319 190

T - Dry cylinder liner; semi; A=96 C=98.9 L=171 H=5

89 319 191

T - Dry cylinder liner; semi; A=96.04 C=98.9 L=171 H=5

89 319 192

T - Dry cylinder liner; semi; A=96.08 C=98.9 L=171 H=5

89 319 193

T - Dry cylinder liner; semi; A=96.2 C=98.9 L=171 H=5



77 153 690

SET PL-B SEMI Ø 31.996 / 34.895 / 30.700 / St/B, mot. 344 183→

77 154 600

SET HL STD Ø 76.200 / 80.586 / 25.000 / 2.172 St/B/G; PASS-L STD Ø 76.200 / 80.586 / 31.950 / 2.172 St/B/G

77 154 610 0,254 / **77 154 620** 0,508, →mot. 1846776

77 155 600

SET PL STD Ø 56.535 / 60.333 / 24.700 / 1.900 St/B/G; PL STD Ø 56.535 / 60.333 / 24.700 / 1.872 St/B/G

77 155 610 0,254 / **77 155 620** 0,508, Attention to the marks on the bearing shells:

Stelo=rod or Cappello=cap



17063

EX; 34.5 x 8 x 122 x A/S - Cr - 45° - 9 - III

17062

IN; 41 x 8 x 120.7 x A/S - Cr - 30° - 9 - III

OES specification



RK-8

RK-8H



81-17116

IN/EX; 13.02/ x 8.02 x 56 G1

81-17115

IN/EX; 13.07/ x 8.02 x 56 G1

81-17114

IN/EX; 13.07/ x 8.02 x 60 G1, without valve stem

gasket

81-5611

IN/EX; 13.12/ x 8 x 56 G1



50 005 621

12

93



8140.61

200

10.1985 → 05.1989

D AN 4 2445 cm³ 2V 53-60 kW 72-82 PS € 21:1 90



Series A 40-8, Series 40



93 378 700

Cyl. Ø: 93; KH: 55; MT: -2.2; GL: 90; piston pin: 32x74.4; number of piston rings: 3

Lox, RK, RTK

R 3 CR G6

N 2 MO

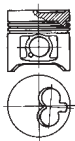
DSF 4 CR

→ **80 00070 4 0 ...**

cont...



93 911 700



Cyl. Ø: 93; KH: 54.75; MT: -2.2; GL: 90; piston pin: 32x74.4; number of piston rings: 3
Lox, RK, RTK
R 3 CR G6
N 2 MO
DSF 4 CR
→ **80 00070 4 0 ...**

80 00070 4 0 000

Cyl. Ø: 93; Set: 4; [R G6 CR 3] [N MO 2] [DSF CR 4]

93 378 970

Piston: 93378700; Cylinder liner: 89066190

93 378 971

Piston: 93378700; Cylinder liner: 89183190

93 378 972

Piston: 93378700; Cylinder liner: 89183191

93 911 970

Piston: 93911700; Cylinder liner: 89066190

93 911 971

Piston: 93911700; Cylinder liner: 89183190

93 911 972

Piston: 93911700; Cylinder liner: 89183191

89 183 190

T - Dry cylinder liner; semi; A=96 C=98.9 L=167.3 H=5

89 066 190

T - Dry cylinder liner; semi; A=96 L=167

89 183 191

T - Dry cylinder liner; semi; A=96.04 C=98.9 L=167.3 H=5

77 153 690

SET PL-B SEMI Ø 31.996 / 34.895 / 30.700 / St/B, mot. 344 183→

77 154 600

SET HL STD Ø 76.200 / 80.586 / 25.000 / 2.172 St/B/G; PASS-L STD Ø 76.200 / 80.586 / 31.950 / 2.172 St/B/G
77 154 610 0,254 / **77 154 620** 0,508, →mot. 1846776

77 155 600

SET PL STD Ø 56.535 / 60.333 / 24.700 / 1.900 St/B/G; PL STD Ø 56.535 / 60.333 / 24.700 / 1.872 St/B/G
77 155 610 0,254 / **77 155 620** 0,508, Attention to the marks on the bearing shells:
Stelo=rod or Cappello=cap, 10.1982→

17063

EX; 34.5 x 8 x 122 x A/S - Cr - 45° - 9 - III

17062

IN; 41 x 8 x 120.7 x A/S - Cr - 30° - 9 - III

OES specification



RK-8

RK-8H

81-17116

IN/EX; 13.02/ x 8.02 x 56 G1

81-17115

IN/EX; 13.07/ x 8.02 x 56 G1

81-17114

IN/EX; 13.07/ x 8.02 x 60 G1, without valve stem gasket

81-5611

IN/EX; 13.12/ x 8 x 56 G1

50 005 321

13

93



8140.67

2500, 2550, 2570, 2572

08.1992 →

D AN 4

2499 cm³

2V

55 kW

75 PS

92

93 883 700

Cyl. Ø: 93; KH: 54; MT: -2.2; GL: 88; piston pin: 32x74.4; number of piston rings: 3

93 883 720 93,40 / **93 883 730** 93,60

Lox, RTK, RK

R 3 CR G6

N 2 MO

DSF 3 CR

→ **80 00069 4 0 ...**

80 00069 4 0 000

Cyl. Ø: 93; Set: 4; [R G6 CR 3] [N MO 2] [DSF CR 3]

80 00069 4 0 040 93,40 / **80 00069 4 0 060** 93,60

93 883 970

Piston: 93883700; Cylinder liner: 89183190

93 883 971

Piston: 93883700; Cylinder liner: 89183191

89 183 190

T - Dry cylinder liner; semi; A=96 C=98.9 L=167.3 H=5

89 066 190

T - Dry cylinder liner; semi; A=96 L=167

89 183 191

T - Dry cylinder liner; semi; A=96.04 C=98.9 L=167.3 H=5

77 153 690

SET PL-B SEMI Ø 31.996 / 34.895 / 30.700 / St/B, mot. 344 183→

77 154 600

SET HL STD Ø 76.200 / 80.586 / 25.000 / 2.172 St/B/G; PASS-L STD Ø 76.200 / 80.586 / 31.950 / 2.172 St/B/G
77 154 610 0,254 / **77 154 620** 0,508, →mot. 1846776

77 155 600

SET PL STD Ø 56.535 / 60.333 / 24.700 / 1.900 St/B/G; PL STD Ø 56.535 / 60.333 / 24.700 / 1.872 St/B/G
77 155 610 0,254 / **77 155 620** 0,508, Attention to the marks on the bearing shells:
Stelo=rod or Cappello=cap



14

93



8140.67

2552

10.1995 →

D AN 4 2499 cm³ 2V 55 kW 75 PS £21:1 92

93 883 700

Cyl. Ø: 93; KH: 54; MT: -2.2; GL: 88; piston pin: 32x74.4; number of piston rings: 3
93 883 720 93,40 / 93 883 730 93,60



Lox, RTK, RK

R 3 CR G6

N 2 MO

DSF 3 CR

→ 80 00069 4 0 ...



80 00069 4 0 000

Cyl. Ø: 93; Set: 4; [R G6 CR 3] [N MO 2] [DSF CR 3]
80 00069 4 0 040 93,40 / 80 00069 4 0 060 93,60



93 883 970

Piston: 93883700; Cylinder liner: 89183190

93 883 971

Piston: 93883700; Cylinder liner: 89183191



89 183 190

T - Dry cylinder liner; semi; A=96 C=98.9 L=167.3 H=5

89 066 190

T - Dry cylinder liner; semi; A=96 L=167

89 183 191

T - Dry cylinder liner; semi; A=96.04 C=98.9 L=167.3 H=5



87 845 608

SET PL STD Ø 43.980 / 47.614 / 17.750 / 1.805 St/A
87 845 618 0,25 / 87 845 628 0,50 / 87 845 638 0,75

15

93



8140.67 Euro 2

2585

03.1996 →

D LA 4 2499 cm³ 2V 60 kW 82 PS £18,5:1 92

8140.67

2620, 2630, 2639

08.1996 →

D AN 4 2499 cm³ 2V 59 kW 80 PS £22,5:1 92



94 327 700

Cyl. Ø: 93; KH: 58.75; MT: -16.9; MØ: 40; GL: 96.75; piston pin: 32x75; number of piston rings: 3
94 327 730 93,40



RTK

T15 3 CR G6

N 2 MO

DSF 3 CR

→ 80 00068 4 0 ...



80 00068 4 0 000

Cyl. Ø: 93; Set: 4; [T15 G6 CR 3] [N MO 2] [DSF CR 3]
80 00068 4 0 040 93,40 / 80 00068 4 0 060 93,60



89 319 190

T - Dry cylinder liner; semi; A=96 C=98.9 L=171 H=5

89 319 191

T - Dry cylinder liner; semi; A=96.04 C=98.9 L=171 H=5

89 319 192

T - Dry cylinder liner; semi; A=96.08 C=98.9 L=171 H=5

89 319 193

T - Dry cylinder liner; semi; A=96.2 C=98.9 L=171 H=5



77 153 690

SET PL-B SEMI Ø 31.996 / 34.895 / 30.700 / St/B, mot. 344 183 →

77 154 600

SET HL STD Ø 76.200 / 80.586 / 25.000 / 2.172 St/B/G; PASS-L STD Ø 76.200 / 80.586 / 31.950 / 2.172 St/B/G
77 154 610 0,254 / 77 154 620 0,508, → mot. 1846776

77 155 600

SET PL STD Ø 56.535 / 60.333 / 24.700 / 1.900 St/B/G; PL STD Ø 56.535 / 60.333 / 24.700 / 1.872 St/B/G
77 155 610 0,254 / 77 155 620 0,508, Attention to the marks on the bearing shells:
Stelo=rod or Cappello=cap

16

93



8140.67

2700

03.1993 →

D AN 4 2499 cm³ 2V 62 kW 85 PS £22:1 92



94 576 700

Cyl. Ø: 93; KH: 54; MT: -2.2; GL: 88; piston pin: 32x74.4; number of piston rings: 3
94 576 720 93,40 / 94 576 730 93,60



RTK, Lox, TPL

T15 3 CR G6

N 2 MO

DSF 3 CR

→ 80 00068 4 0 ...



80 00068 4 0 000

Cyl. Ø: 93; Set: 4; [T15 G6 CR 3] [N MO 2] [DSF CR 3]
80 00068 4 0 040 93,40 / 80 00068 4 0 060 93,60



94 576 970

Piston: 94576700; Cylinder liner: 89183190



94 576 971

Piston: 94576700; Cylinder liner: 89183191



89 183 190

T - Dry cylinder liner; semi; A=96 C=98.9 L=167.3 H=5



89 066 190

T - Dry cylinder liner; semi; A=96 L=167



89 183 191

T - Dry cylinder liner; semi; A=96.04 C=98.9 L=167.3 H=5



77 153 690

SET PL-B SEMI Ø 31.996 / 34.895 / 30.700 / St/B, mot. 344 183 →

77 154 600

SET HL STD Ø 76.200 / 80.586 / 25.000 / 2.172 St/B/G; PASS-L STD Ø 76.200 / 80.586 / 31.950 / 2.172 St/B/G
77 154 610 0,254 / 77 154 620 0,508, → mot. 1846776

cont...



TRW
EngineComponents



PIERBURG
FIAT / IVECO

77 155 600 SET PL STD Ø 56.535 / 60.333 / 24.700 / 1.900 St/B/G; PL STD Ø 56.535 / 60.333 / 24.700 / 1.872 St/B/G
77 155 610 0,254 / **77 155 620** 0,508, Attention to the marks on the bearing shells:
Stelo=rod or Cappello=cap

17

94,4



8140.23 Euro 2

2585

01.1996 →

D LA 4 2798 cm³ 2V 76 kW 103 PS ξ 18,5:1 100

8140.43 Euro 2

2585

01.1996 →

D LA 4 2798 cm³ 2V 90 kW 122 PS ξ 18,5:1 100



94 526 600



Cyl. Ø: 94.4; KH: 58.75; MT: -19.45; MØ: 39.3; GL: 96.75; piston pin: 32x78; number of piston rings: 3

94 526 630 94,80

KKK, RTK

T15 3 CR G6

M 2

DSF 3 CR

→ **80 00378 4 0 ...**

cylinder head gasket

piston protrusion:

thickness	more than	less than
1,20	+0,40	+0,50
1,30	+0,51	+0,60
1,40	+0,61	+0,70
1,50	+0,71	+0,80

94 701 600



Cyl. Ø: 94.4; KH: 58.75; MT: -19.45; MØ: 39.3; GL: 87.6; piston pin: 32x72; number of piston rings: 3

94 701 630 94,80

RTK, KKK, TPL

T15 2,5 MO G6

M 2

DSF 2,5 CR

→ **80 00382 4 1 ...**

piston for wedge type con-rod, 01.1998→



80 00378 4 0 000

Cyl. Ø: 94.4; Set: 4; [T15 G6 CR 3] [M 2] [DSF CR 3]

80 00378 4 0 040 94,80

80 00382 4 1 000

Cyl. Ø: 94.4; Set: 4; [T15 G6 MO 2.5] [M 2] [DSF CR 2.5]



94 526 960

Piston: 94526600; Cylinder liner: 89502190, cylinder head gasket

piston protrusion:

thickness	more than	less than
1,20	+0,40	+0,50
1,30	+0,51	+0,60
1,40	+0,61	+0,70
1,50	+0,71	+0,80, 8140.23.2585 : →12.1997

94 701 960

Piston: 94701600; Cylinder liner: 89502190, 01.1998→



89 502 190

T - Dry cylinder liner; semi; A=97.5 C=100.9 L=167 H=5



77 155 600

SET PL STD Ø 56.535 / 60.333 / 24.700 / 1.900 St/B/G; PL STD Ø 56.535 / 60.333 / 24.700 / 1.872 St/B/G

77 155 610 0,254 / **77 155 620** 0,508, Attention to the marks on the bearing shells:

Stelo=rod or Cappello=cap, **8140.43.2585**: 05.1996→



171055

EX; 36 x 8 x 122 x A/S - Cr - 45° - 9 - III

17062

IN; 41 x 8 x 120.7 x A/S - Cr - 30° - 9 - III

OES specification



RK-8

RK-8H



81-17116

IN/EX; 13.02/ x 8.02 x 56 G1

81-17115

IN/EX; 13.07/ x 8.02 x 56 G1

81-5611

IN/EX; 13.12/ x 8 x 56 G1



18

94,4



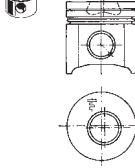
8140.23 Euro 2

3700

09.1996 →

D LA 4 2798 cm³ 2V 76 kW 103 PS € 18,5:1 100

94 526 600



Cyl. Ø: 94.4; KH: 58.75; MT: -19.45; MØ: 39.3; GL: 96.75; piston pin: 32x78; number of piston rings: 3

94 526 630 94,80

KKK, RTK

T15 3 CR G6

M 2

DSF 3 CR

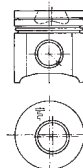
→ **80 00378 4 0 ...**

cylinder head gasket piston protrusion:

thickness	more than	less than
-----------	-----------	-----------

1,20	+0,40	+0,50
1,30	+0,51	+0,60
1,40	+0,61	+0,70
1,50	+0,71	+0,80

94 701 600



Cyl. Ø: 94.4; KH: 58.75; MT: -19.45; MØ: 39.3; GL: 87.6; piston pin: 32x72; number of piston rings: 3

94 701 630 94,80

RTK, KKK, TPL

T15 2,5 MO G6

M 2

DSF 2,5 CR

→ **80 00382 4 1 ...**

piston for wedge type con-rod, 01.1998→



80 00378 4 0 000

Cyl. Ø: 94.4; Set: 4; [T15 G6 CR 3] [M 2] [DSF CR 3]

80 00382 4 1 000

Cyl. Ø: 94.4; Set: 4; [T15 G6 MO 2.5] [M 2] [DSF CR 2.5]



94 526 960

Piston: 94526600; Cylinder liner: 89502190, cylinder head gasket piston protrusion:

thickness	more than	less than
-----------	-----------	-----------

1,20	+0,40	+0,50
1,30	+0,51	+0,60
1,40	+0,61	+0,70
1,50	+0,71	+0,80, →12.1997

94 701 960

Piston: 94701600; Cylinder liner: 89502190, 01.1998→



89 502 190

T - Dry cylinder liner; semi; A=97.5 C=100.9 L=167 H=5



77 155 600

SET PL STD Ø 56.535 / 60.333 / 24.700 / 1.900 St/B/G; PL STD Ø 56.535 / 60.333 / 24.700 / 1.872 St/B/G

77 155 610 0,254 / 77 155 620 0,508, Attention to the marks on the bearing shells:

Stelo=rod or Cappello=cap



171055

EX; 36 x 8 x 122 x A/S - Cr - 45° - 9 - III

17062

IN; 41 x 8 x 120.7 x A/S - Cr - 30° - 9 - III

OES specification



RK-8

RK-8H



81-17116

IN/EX; 13.02/ x 8.02 x 56 G1

81-17115

IN/EX; 13.07/ x 8.02 x 56 G1

81-17114

IN/EX; 13.07/ x 8.02 x 60 G1, without valve stem

gasket

81-5611

IN/EX; 13.12/ x 8 x 56 G1

19

94,4



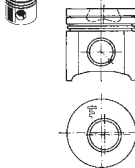
8140.43 Euro 2

2200, 2210

10.1996 →

D LA 4 2798 cm³ 2V 85-90 kW 116-122 PS € 18,5:1 100

94 526 600



Cyl. Ø: 94.4; KH: 58.75; MT: -19.45; MØ: 39.3; GL: 96.75; piston pin: 32x78; number of piston rings: 3

94 526 630 94,80

KKK, RTK

T15 3 CR G6

M 2

DSF 3 CR

→ **80 00378 4 0 ...**

cylinder head gasket piston protrusion:

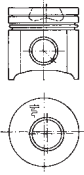
thickness	more than	less than
-----------	-----------	-----------

1,20	+0,40	+0,50
1,30	+0,51	+0,60
1,40	+0,61	+0,70
1,50	+0,71	+0,80

cont...



94 701 600



Cyl. Ø: 94.4; KH: 58.75; MT: -19.45; MØ: 39.3; GL: 87.6; piston pin: 32x72; number of piston rings: 3

94 701 630 94,80
RTK, KKK, TPL
T15 2,5 MO G6
M 2
DSF 2,5 CR

→ **80 00382 4 1 ...**
piston for wedge type con-rod, 01.1998→

80 00378 4 0 000



Cyl. Ø: 94.4; Set: 4; [T15 G6 CR 3] [M 2] [DSF CR 3]

80 00378 4 0 040 94,80

80 00382 4 1 000

Cyl. Ø: 94.4; Set: 4; [T15 G6 MO 2.5] [M 2] [DSF CR 2.5], **8140.43.2200**: 01.1998→



94 526 960

Piston: 94526600; Cylinder liner: 89502190, cylinder head gasket piston protrusion:

thickness	more than	less than
1,20	+0,40	+0,50
1,30	+0,51	+0,60
1,40	+0,61	+0,70
1,50	+0,71	+0,80, →12.1997

94 701 960

Piston: 94701600; Cylinder liner: 89502190, 01.1998→



89 502 190

T - Dry cylinder liner; semi; A=97.5 C=100.9 L=167 H=5

171055



EX; 36 x 8 x 122 x A/S - Cr - 45° - 9 - III

17062

IN; 41 x 8 x 120.7 x A/S - Cr - 30° - 9 - III
OES specification



RK-8
RK-8H



81-17116

IN/EX; 13.02/ x 8.02 x 56 G1

81-17115

IN/EX; 13.07/ x 8.02 x 56 G1

81-5611

IN/EX; 13.12/ x 8 x 56 G1

20

94,4



8140.43 Euro 2

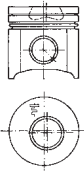
3700, 3780, 3900

09.1995→

D LA 4 2798 cm³ 2V 86-90 kW 117-122 PS £18,5:1 100



94 526 600



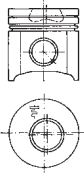
Cyl. Ø: 94.4; KH: 58.75; MT: -19.45; MØ: 39.3; GL: 96.75; piston pin: 32x78; number of piston rings: 3

94 526 630 94,80
KKK, RTK
T15 3 CR G6
M 2
DSF 3 CR

→ **80 00378 4 0 ...**
cylinder head gasket piston protrusion:

thickness	more than	less than
1,20	+0,40	+0,50
1,30	+0,51	+0,60
1,40	+0,61	+0,70
1,50	+0,71	+0,80

94 701 600



Cyl. Ø: 94.4; KH: 58.75; MT: -19.45; MØ: 39.3; GL: 87.6; piston pin: 32x72; number of piston rings: 3

94 701 630 94,80
RTK, KKK, TPL
T15 2,5 MO G6
M 2
DSF 2,5 CR

→ **80 00382 4 1 ...**
piston for wedge type con-rod, 01.1998→

80 00378 4 0 000



Cyl. Ø: 94.4; Set: 4; [T15 G6 CR 3] [M 2] [DSF CR 3]

80 00378 4 0 040 94,80

80 00382 4 1 000

Cyl. Ø: 94.4; Set: 4; [T15 G6 MO 2.5] [M 2] [DSF CR 2.5]



94 526 960

Piston: 94526600; Cylinder liner: 89502190, cylinder head gasket piston protrusion:

thickness	more than	less than
1,20	+0,40	+0,50
1,30	+0,51	+0,60
1,40	+0,61	+0,70
1,50	+0,71	+0,80, 8140.43.3700 : 1996→12.1997, 8140.43.3780, 8140.43.3900 : →12.1997

94 701 960

Piston: 94701600; Cylinder liner: 89502190, 01.1998→



89 502 190

T - Dry cylinder liner; semi; A=97.5 C=100.9 L=167 H=5

cont...

F



TRW
EngineComponents

PIERBURG

FIAT / IVECO

	77 155 600	SET PL STD Ø 56.535 / 60.333 / 24.700 / 1.900 St/B/G; PL STD Ø 56.535 / 60.333 / 24.700 / 1.872 St/B/G 77 155 610 0,254 / 77 155 620 0,508, Attention to the marks on the bearing shells: Stelo=rod or Cappello=cap, 8140.43.3700 , 8140.43.3780 : 05.1996→	
	171055 17062	EX; 36 x 8 x 122 x A/S - Cr - 45° - 9 - III IN; 41 x 8 x 120.7 x A/S - Cr - 30° - 9 - III OES specification	RK-8 RK-8H
	81-17116 81-17115 81-17114 81-5611	IN/EX; 13.02/ x 8.02 x 56 G1 IN/EX; 13.07/ x 8.02 x 56 G1 IN/EX; 13.07/ x 8.02 x 60 G1, without valve stem gasket IN/EX; 13.12/ x 8 x 56 G1	
	50 005 621		

F

21

94,4



8140.43C Euro 3

4031

02.1998→

D LA 4 2798 cm³ 2V 77 kW 105 PS € 18,5:1 100

	94 701 600	Cyl. Ø: 94.4; KH: 58.75; MT: -19.45; MØ: 39.3; GL: 87.6; piston pin: 32x72; number of piston rings: 3 94 701 630 94,80 RTK, KKK, TPL T15 2,5 MO G6 M 2 DSF 2,5 CR → 80 00382 4 1 ... piston for wedge type con-rod
	80 00382 4 1 000	Cyl. Ø: 94.4; Set: 4; [T15 G6 MO 2.5] [M 2] [DSF CR 2.5]
	94 701 960	Piston: 94701600; Cylinder liner: 89502190
	89 502 190	T - Dry cylinder liner; semi; A=97.5 C=100.9 L=167 H=5

	171055 17062	EX; 36 x 8 x 122 x A/S - Cr - 45° - 9 - III IN; 41 x 8 x 120.7 x A/S - Cr - 30° - 9 - III OES specification	RK-8 RK-8H
	81-17116 81-17115 81-5611	IN/EX; 13.02/ x 8.02 x 56 G1 IN/EX; 13.07/ x 8.02 x 56 G1 IN/EX; 13.12/ x 8 x 56 G1	

22

94,4



8140.43L Euro 2

4000

01.1998→

D LA 4 2798 cm³ 2V 92 kW 125 PS € 18,5:1 100

	171055 17062	EX; 36 x 8 x 122 x A/S - Cr - 45° - 9 - III IN; 41 x 8 x 120.7 x A/S - Cr - 30° - 9 - III OES specification	RK-8 RK-8H
	81-17116 81-17115 81-5611	IN/EX; 13.02/ x 8.02 x 56 G1 IN/EX; 13.07/ x 8.02 x 56 G1 IN/EX; 13.12/ x 8 x 56 G1	

23

94,4



8140.63 Euro 3

4000

10.1997→

D LA 4 2798 cm³ 2V 62 kW 85 PS € 18,5 100

	171055 171016	EX; 36 x 8 x 122 x A/S - Cr - 45° - 9 - III EX; 36.7 x 8 x 122 x I/S - Cr - 45° - 9 - III OES specification	RK-8 RK-8H
	171100	EX; 36.7 x 8 x 122.1 x A/S - Cr - 45° - 9 - III IAM specification	81-17116 IN/EX; 13.02/ x 8.02 x 56 G1
	17062	IN; 41 x 8 x 120.7 x A/S - Cr - 30° - 9 - III OES specification	81-17115 IN/EX; 13.07/ x 8.02 x 56 G1
	171015	IN; 43.5 x 8 x 122 x A/S - Cr - 30° - 9 - III	81-17114 IN/EX; 13.07/ x 8.02 x 60 G1, without valve stem gasket 81-5611 IN/EX; 13.12/ x 8 x 56 G1



24

94,4



8140SRC3 Euro 3

D LA 4 2798 cm³ 2V 92 kW 125 PS ξ 18,5:1 η 100

8140SRC3200 Euro 3

D LA 4 2798 cm³ 2V 92 kW 125 PS ξ 18,5:1 η 100



94 726 600

Cyl. \varnothing : 94.4; KH: 58.75; MT: -21.4; M \varnothing : 39.3; GL: 87.6; piston pin: 32x72; number of piston rings: 3



94 726 630 94,80

RTK, KKK, TPL

T15 2,5 MO G6

M 2

DSF 2,5 CR

→ 80 00382 4 1 ...

cylinder head gasket

piston protrusion:

thickness more than less than

1,20 +0,40 +0,50

1,30 +0,51 +0,60

1,40 +0,61 +0,70

1,50 +0,71 +0,80



80 00382 4 1 000

Cyl. \varnothing : 94.4; Set: 4; [T15 G6 MO 2.5] [M 2] [DSF CR 2.5]



94 726 960

Piston: 94726600; Cylinder liner: 89502190



89 502 190

T - Dry cylinder liner; semi; A=97.5 C=100.9 L=167 H=5

25

95



802.000

1966 → 1971

D AN 2 1560 cm³ 2V 18 kW 25 PS ξ 17:1 η 110

8020.01

1966 → 1971

D AN 2 1560 cm³ 2V 18 kW 25 PS ξ 17:1 η 110

8035.01

306, 308, 309, 320

D AN 3 2338 cm³ 2V 28-35 kW 38-48 PS ξ 17:1 η 110

1972 →

D AN 3 2338 cm³ 2V 28-35 kW 38-48 PS ξ 17:1 η 110



Series 250, Series 255, Series 40, Series 450, Series 470, Series 480



91 476 600

Cyl. \varnothing : 95; KH: 59.65; MT: -23.5; M \varnothing : 42.5; GL: 101.1; piston pin: 32x84; number of piston rings: 3



91 476 620 95,60

R 2,5 CR G6

N 2,5 G3

DSF 5,5 CR

→ 80 00352 1 0 ...



80 00352 1 0 000

Cyl. \varnothing : 95; Set: 1; [R G6 CR 2.5] [N G3 2.5] [DSF CR 5.5]



91 476 960

Piston: 91476600; Cylinder liner: 88593190



88 593 190

T - Dry cylinder liner; semi; A=99 L=187.5

26

95



8025.01

1966 → 12.1979

D AN 2 1560 cm³ 2V 18 kW 25 PS ξ 17:1 η 110

803.000

1966 → 1971

D AN 3 2340 cm³ 2V 28 kW 38 PS ξ 17:1 η 110

8030.01

01.1971 → 05.1979

D AN 3 2340 cm³ 2V 28-37 kW 38-51 PS ξ 17:1 η 110

8035.01

303

D AN 3 2338 cm³ 2V 28-35 kW 38-48 PS ξ 17:1 η 110

01.1968 → 03.1986

D AN 3 2338 cm³ 2V 28-35 kW 38-48 PS ξ 17:1 η 110

8045.01

1966 → 1971

D AN 4 3120 cm³ 2V 40-54 kW 52-70 PS ξ 17:1 η 110

806.000

1966 → 1971

D AN 6 4678 cm³ 2V 66-81 kW 90-110 PS ξ 17:1 η 110



Series R 450, Series TL 5, Series 225, Series 250, Series 255, Series 400, Series 450, Series 550, Series 555, Series 612, Series 616



91 476 600

Cyl. \varnothing : 95; KH: 59.65; MT: -23.5; M \varnothing : 42.5; GL: 101.1; piston pin: 32x84; number of piston rings: 3



91 476 620 95,60

R 2,5 CR G6

N 2,5 G3

DSF 5,5 CR

→ 80 00352 1 0 ...



80 00352 1 0 000

Cyl. \varnothing : 95; Set: 1; [R G6 CR 2.5] [N G3 2.5] [DSF CR 5.5]



91 476 960

Piston: 91476600; Cylinder liner: 88593190



88 593 190

T - Dry cylinder liner; semi; A=99 L=187.5

cont...


F



TRW
EngineComponents


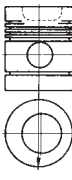
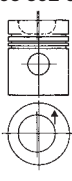









PIERBURG
FIAT / IVECO

	17043	EX; 37 x 8 x 125.8 x A/S - Cr - 45° - 1 - III		RK-8H	
	50 004 282	IN; 43.9 x 8 x 125.8 x B - Ni - 45° - 2 - III		81-17117	IN/EX; 14.02/ x 8 x 56 G1

27		98,48									
	4.236		D	AN	4	3864 cm ³	2V	48-60 kW	59-80 PS	ε 16:1	126,8
	Series M 100, Series M 84, Series 100, Series 3300, Series 600, Series 700, Series 820, Series 84										

F

	91 118 600	Cyl. Ø: 98.48; KH: 70.1; MT: -20.5; MØ: 61; GL: 120.9; piston pin: 34.925x84.2; number of piston rings: 5 GeC, URK SM 2,39 CR G3 M 2,39 M 2,39 DSF 6,34 CR S 6,34 → 80 00162 1 0 ... , 80 00162 1 1 ... exchangeable in sets against 93 592 600		
	93 592 600	Cyl. Ø: 98.48; KH: 70.25; MT: -20.35; MØ: 61; GL: 121.05; piston pin: 34.925x84.1; number of piston rings: 3 GeC, RK, RTK R 2,385 CR G3 M 2,385 CR DSF 4,747 → 80 00337 1 0 ... 1965→		
	99 629 600	Cyl. Ø: 98.48; KH: 70.35; MT: -20.2; MØ: 61; GL: 120.7; piston pin: 34.925x84; number of piston rings: 5 URK R 2,385 CR G6 R 2,385 NM 2,385 DSF 6,335 CR D 6,335		
	80 00162 1 0 000	Cyl. Ø: 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [DSF CR 6.34] [S 6.34]		
	80 00162 1 1 000	Cyl. Ø: 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [S 6.34] [S 6.34]		
	80 00337 1 0 000	Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M CR 2.385] [DSF 4.747], 1965→		
	91 118 961	Piston: 91118600; Cylinder liner: 88354190		
	91 118 962	Piston: 91118600; Cylinder liner: 88355190		
	91 118 963	Piston: 91118600; Cylinder liner: 88356110		
	91 118 964	Piston: 91118600; Cylinder liner: 89514190		
	93 592 961	Piston: 93592600; Cylinder liner: 88354190, 1965→		
	93 592 962	Piston: 93592600; Cylinder liner: 88355190, 1965→		
	93 592 963	Piston: 93592600; Cylinder liner: 88356110, 1965→		
	93 592 964	Piston: 93592600; Cylinder liner: 89514190, 1965→		
	99 629 960	Piston: 99629600; Cylinder liner: 88354190		
	99 629 961	Piston: 99629600; Cylinder liner: 88355190		
	99 629 962	Piston: 99629600; Cylinder liner: 88356110		
	88 356 110	T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1		
	88 354 190	T - Dry cylinder liner; semi; A=103.2 L=228.8		
	88 355 190	T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1		
	89 514 190	T - Dry cylinder liner; semi; A=104.28 C=107.442 L=226.44 H=3.861		
	77 669 690	SET PL-B SEMI Ø 34.925 / 38.895 / 34.000 / St/B		
	105-03366	EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III		
	105-34025	EX; 36.6 x 9.5 x 123.2 x A - - 45° - 1 - III S +.07		
	105-35473	EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M +1		
	105-03365	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III		
	105-35472	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M +1		
	105-35608	IN; 44.2 x 9.5 x 122.8 x S - Cr - 30° - 1 - III		
	105-34026	IN; 44.2 x 9.9 x 122.8 x S - - 45° - 1 - III		
	50 005 245	with pulley, with pulley		
	50 005 246			
	50 005 252			
			81-85004	EX; 15.9/ x 9.53 x 61.1 G2
			81-85003	IN; 15.9/ x 9.515 x 57.94 G2



28

100



8025.02	001, 004, 304, 311									
	01.1974 →	D	AN 2	1727 cm ³	2V	24 kW	32 PS	⊗ 17:1	110	
8030.02	01.1971 → 05.1979	D	AN 3	2592 cm ³	2V	46 kW	62 PS	⊗ 17:1	110	
8035.02	276, 300, 376									
	1970 →	D	AN 3	2592 cm ³	2V	33-46 kW	45-62 PS	⊗ 17:1	110	
8040.02	01.1971 → 12.1981	D	AN 4	3456 cm ³	2V	60 kW	82 PS	⊗ 17:1	110	
8045.02	200, 270, 276, 370, 376									
	10.1972 →	D	AN 4	3456 cm ³	2V	47-50 kW	64-68 PS	⊗ 17:1	110	
8060.02	001									
	09.1972 → 05.1980	D	AN 6	5184 cm ³	2V	90 kW	122 PS	⊗ 17:1	110	
8065.02	200, 217									
	1970 →	D	AN 6	5184 cm ³	2V	70-74 kW	95-100 PS	⊗ 17:1	110	



Series AD 4, Series FL 4 C, Series 100, Series 1000, Series 3350, Series 3450, Series 350, Series 355, Series 446, Series 450, Series 465, Series 466, Series 480, Series 500, Series 505, Series 540, Series 616, Series 640, Series 665, Series 666, Series 670, Series 680, Series 765, Series 766, Series 80-66, Series 80-70, Series 980



92 628 600 Cyl. Ø: 100; KH: 59.65; MT: -23.7; MØ: 47.1; GL: 101.15; piston pin: 32x84; number of piston rings: 3
R 2,5 MO G6
N 2,5 MO G3
DSF 5,5 CR



80 00434 1 1 000 Cyl. Ø: 100; Set: 1; [R G6 IW CR 2.5] [NM 2.5] [DSF CR 4]



92 628 960 Piston: 92628600; Cylinder liner: 88631190

92 628 964 Piston: 92628600; Cylinder liner: 88631192



88 631 190 T - Dry cylinder liner; semi; A=103 L=187

88 631 192 T - Dry cylinder liner; semi; A=103.08 L=187



17043 EX; 37 x 8 x 125.8 x A/S - Cr - 45° - 1 - III



RK-8H

50 004 282 IN; 43.9 x 8 x 125.8 x B - Ni - 45° - 2 - III



81-17117

IN/EX; 14.02/ x 8 x 56 G1

29

100



8035.02	201, 202, 210, 212, 261, 265, 302, 310, 312, 350, 353, 355, 356, 361, 365								
	1970 →	D	AN 3	2592 cm ³	2V	29-40 kW	39-54 PS	⊗ 17:1	110
8040.02	267, 300, 360, 367								
	09.1972 → 12.1990	D	AN 4	3456 cm ³	2V	44-56 kW	60-76 PS	⊗ 17:1	110
8045.02	211, 354, 356, 358, 359								
	01.1973 →	D	AN 4	3456 cm ³	2V	49-52 kW	66-70 PS	⊗ 17:1	110



Series AD 4, Series D 130/35, Series D 140, Series DI 12, Series DI 120, Series DI 15, Series DI 30, Series DI 35, Series DI 40, Series DI 50, Series DIM 20, Series DIM 25, Series DIM 30, Series DIM 35, Series DM 12, Series DM 15, Series FL 4, Series FL 4 C, Series FL 4 D, Series FL 55, Series 35, Series 355, Series 40, Series 414, Series 450, Series 474, Series 480, Series 49, Series 500, Series 505, Series 540, Series 605, Series 616, Series 80-70



92 628 600 Cyl. Ø: 100; KH: 59.65; MT: -23.7; MØ: 47.1; GL: 101.15; piston pin: 32x84; number of piston rings: 3
R 2,5 MO G6
N 2,5 MO G3
DSF 5,5 CR



92 628 960 Piston: 92628600; Cylinder liner: 88631190

92 628 964 Piston: 92628600; Cylinder liner: 88631192



88 631 190 T - Dry cylinder liner; semi; A=103 L=187

88 631 192 T - Dry cylinder liner; semi; A=103.08 L=187



17043 EX; 37 x 8 x 125.8 x A/S - Cr - 45° - 1 - III



RK-8H

50 004 282 IN; 43.9 x 8 x 125.8 x B - Ni - 45° - 2 - III



81-17117

IN/EX; 14.02/ x 8 x 56 G1



30

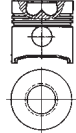
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8035.02	204, 304, 359	10.1978 →	D AN 3	2592 cm ³	2V	37-40 kW	50-54 PS	£ 17:1	110
8045.02	207, 285, 287, 385, 387	06.1973 →	D AN 4	3456 cm ³	2V	43-50 kW	58-68 PS	£ 17:1	110
8045.02	311	01.1977 → 07.1982	D AN 3	2592 cm ³	2V	50 kW	68 PS	£ 17:1	110



Gabelstapler/Forklift, Series TL 5, Series 500, Series 540, Series 605



92 628 600 Cyl. Ø: 100; KH: 59.65; MT: -23.7; MØ: 47.1; GL: 101.15; piston pin: 32x84; number of piston rings: 3
R 2,5 MO G6
N 2,5 MO G3
DSF 5,5 CR

F



92 628 960 Piston: 92628600; Cylinder liner: 88631190

92 628 964 Piston: 92628600; Cylinder liner: 88631192

88 631 190 T - Dry cylinder liner; semi; A=103 L=187

88 631 192 T - Dry cylinder liner; semi; A=103.08 L=187

31

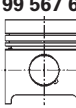
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8035.06	200, 206, 208, 216, 220, 222, 223, 306, 307, 308, 309, 317, 320, 321, 322, 323	03.1984 →	D AN 3	2708 cm ³	2V	33-40 kW	40-54 PS	£ 17:1	115
8045.06	200, 208, 213, 216, 219, 220, 225, 301, 306, 307, 308, 309, 317, 319, 320, 321, 326		D AN 4	3613 cm ³	2V	48-51 kW	65-70 PS	£ 17:1	115



Series A 70, Series 40, Series 45 DT, Series 45-66, Series 45-76, Series 50 DT, Series 50-55, Series 50-86, Series 55 C, Series 55 DT, Series 55-46, Series 55-56, Series 55-65, Series 55-66, Series 55-75, Series 55-76, Series 55-85, Series 55-86, Series 55-88, Series 55-90, Series 60-88, Series 65-46, Series 65-56, Series 65-66, Series 65-88, Series 65-90, Series 65-93, Series 65-94, Series 70-56, Series 70-65, Series 70-66, Series 70-75, Series 70-76, Series 70-86, Series 70-88, Series 70-90, Series 72-86, Series 72-93, Series 72-94



99 567 600 Cyl. Ø: 100; KH: 65.15; MT: -22.7; MØ: 49.1; GL: 108.5; piston pin: 38x84; number of piston rings: 3
R 2,5 CR G6
NM 2,5
DSF 4 CR
→ **80 00434 1 1 ...**



80 00434 1 1 000 Cyl. Ø: 100; Set: 1; [R G6 IW CR 2.5] [NM 2.5] [DSF CR 4]



99 567 960 Piston: 99567600; Cylinder liner: 89608190



89 608 190 T - Dry cylinder liner; semi; A=103 L=196



17043 EX; 37 x 8 x 125.8 x A/S - Cr - 45° - 1 - III



RK-8H

50 004 282 IN; 43.9 x 8 x 125.8 x B - Ni - 45° - 2 - III



81-17117

IN/EX; 14.02/ x 8 x 56 G1

32

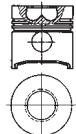
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8045.02	277, 278, 300, 307, 377, 378	10.1972 → 12.1984	D AN 4	3456 cm ³	2V	47-50 kW	64-68 PS	£ 17:1	110
8065.02	007, 207	04.1975 → 12.1979	D AN 6	5184 cm ³	2V	74 kW	100 PS	£ 17:1	110



Series 1000, Series 605, Series 640, Series 670, Series 680, Series 80-70



92 628 600 Cyl. Ø: 100; KH: 59.65; MT: -23.7; MØ: 47.1; GL: 101.15; piston pin: 32x84; number of piston rings: 3
R 2,5 MO G6
N 2,5 MO G3
DSF 5,5 CR



80 00434 1 1 000 Cyl. Ø: 100; Set: 1; [R G6 IW CR 2.5] [NM 2.5] [DSF CR 4]



92 628 960 Piston: 92628600; Cylinder liner: 88631190



92 628 964 Piston: 92628600; Cylinder liner: 88631192



88 631 190 T - Dry cylinder liner; semi; A=103 L=187



88 631 192 T - Dry cylinder liner; semi; A=103.08 L=187



33 **100**

	8045.06	214								
			D	AN	4	3613 cm ³	2V	73 kW	100 PS	⊗17:1
	8065.06	000								
		01.1984 →	D	AN	6	5418 cm ³	2V	74 kW	100 PS	⊗17:1

Series 100-90, Series 115-90

99 567 600 Cyl. Ø: 100; KH: 65.15; MT: -22.7; MØ: 49.1; GL: 108.5; piston pin: 38x84; number of piston rings: 3
 R 2,5 CR G6
 NM 2,5
 DSF 4 CR
 → **80 00434 1 1 ...**

80 00434 1 1 000 Cyl. Ø: 100; Set: 1; [R G6 IW CR 2.5] [NM 2.5] [DSF CR 4]

99 567 960 Piston: 99567600; Cylinder liner: 89608190

89 608 190 T - Dry cylinder liner; semi; A=103 L=196

34 **100**

	8045.06R	414								
		01.1997 →	D	AN	4	3613 cm ³	2V	51 kW	70 PS	⊗17:1
	8045.06	215								
			D	AN	4	3613 cm ³	2V	73 kW	100 PS	⊗17:1
	8065.06A	330								
		09.1990 →	D	AN	6	5418 cm ³	2V	65-85 kW	88-116 PS	⊗17:1
	8065.06	220, 230								
		01.1969 →	D	AN	6	5418 cm ³	2V	72-81 kW	98-110 PS	⊗17:1

Series F 100, Series F 120, Series 100, Series 100-90, Series 110-90, Series 70-86

80 00434 1 1 000 Cyl. Ø: 100; Set: 1; [R G6 IW CR 2.5] [NM 2.5] [DSF CR 4]

35 **100**

	8060.02	000								
		09.1972 → 02.1982	D	AN	6	5184 cm ³	2V	90 kW	122 PS	⊗17:1

Series 100, Series 1000, Series 980

92 628 600 Cyl. Ø: 100; KH: 59.65; MT: -23.7; MØ: 47.1; GL: 101.15; piston pin: 32x84; number of piston rings: 3
 R 2,5 MO G6
 N 2,5 MO G3
 DSF 5,5 CR

80 00434 1 1 000 Cyl. Ø: 100; Set: 1; [R G6 IW CR 2.5] [NM 2.5] [DSF CR 4]

92 628 960 Piston: 92628600; Cylinder liner: 88631190

92 628 964 Piston: 92628600; Cylinder liner: 88631192

88 631 190 T - Dry cylinder liner; semi; A=103 L=187

88 631 192 T - Dry cylinder liner; semi; A=103.08 L=187

17043 EX; 37 x 8 x 125.8 x A/S - Cr - 45° - 1 - III



RK-8H

50 004 282 IN; 43.9 x 8 x 125.8 x B - Ni - 45° - 2 - III



81-17117

IN/EX; 14.02/ x 8 x 56 G1

50 005 620

36 **100**

	8065.06	200, 300								
		06.1984 →	D	AN	6	5418 cm ³	2V	72-74 kW	98-100 PS	⊗17:1

Series F 100, Series 100, Series 100-90




80 00434 1 1 000 Cyl. Ø: 100; Set: 1; [R G6 IW CR 2.5] [NM 2.5] [DSF CR 4]




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


F







	17043	EX; 37 x 8 x 125.8 x A/S - Cr - 45° - 1 - III		RK-8H
	50 004 282	IN; 43.9 x 8 x 125.8 x B - Ni - 45° - 2 - III		81-17117 IN/EX; 14.02/ x 8 x 56 G1





37		101,054							
	4.248	01.1972 →	D AN 4	4064 cm³	2V	53-66 kW	72-90 PS	£ 16:1	126,8
	Series 345, Series 840, Series 920								


	92 144 800	Cyl. Ø: 101.054; KH: 70.1; MT: -20.5; MØ: 61; GL: 120.9; piston pin: 34.925x84.2; number of piston rings: 4 GeC R 2,385 CR G6 R 2,385 CR G6 R 2,385 CR G6 DSF 6,335 CR → 80 00163 1 0 ... , 80 00163 4 0 ... exchangeable in sets against 93 569 600
	93 569 600	Cyl. Ø: 101.06; KH: 70.02; MT: -20.77; MØ: 61.45; GL: 120.82; piston pin: 34.925x84.1; number of piston rings: 3 RK R 2,5 MO G6 M 2,5 DSF 5 CR → 80 00339 1 0 ... 05.1982→
		



	80 00163 1 0 000	Cyl. Ø: 101.05; Set: 1; [R G6 CR 2.385] [R G6 IW CR 2.385] [R G6 IW CR 2.385] [DSF CR 6.335]
	80 00339 1 0 000	Cyl. Ø: 101.06; Set: 1; [R G6 MO 2.5] [M 2.5] [DSF CR 5]
	80 00163 4 0 000	Cyl. Ø: 101.05; Set: 4; [R G6 CR 2.385] [R G6 IW CR 2.385] [R G6 IW CR 2.385] [DSF CR 6.335]
	92 144 980	Piston: 92144800; Cylinder liner: 88587190
	92 144 981	Piston: 92144800; Cylinder liner: 89022190
	93 569 961	Piston: 93569600; Cylinder liner: 89022190
	88 587 190	T - Dry cylinder liner; semi; A=103.21 L=223.9
	89 022 190	T - Dry cylinder liner; semi; A=104.2 C=107.4 L=227.2 H+F=3.8+0.85
	105-03366	EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III
	105-35473	EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M +1
	105-03365	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III
	105-35472	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M +1
	50 005 840	


	81-85004	EX; 15.9/ x 9.53 x 61.1 G2
	81-85003	IN; 15.9/ x 9.515 x 57.94 G2

38		101,054							
	6.372.4		D AN 6	6100 cm³	2V	82-87 kW	112-118 PS	£ 16:1	126,8
	Series 3450								

	93 175 600	Cyl. Ø: 101.054; KH: 70.3; MT: -26; MØ: 54.1; GL: 121.1; piston pin: 34.925x84; number of piston rings: 4 R 2,385 R 2,385 R 2,385 DSF 6,335 CR
	93 175 960	Piston: 93175600; Cylinder liner: 89022190
	93 175 961	Piston: 93175600; Cylinder liner: 88587190
	88 587 190	T - Dry cylinder liner; semi; A=103.21 L=223.9
	89 022 190	T - Dry cylinder liner; semi; A=104.2 C=107.4 L=227.2 H+F=3.8+0.85
	105-03366	EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III
	105-35473	EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M +1
	105-03365	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III
	105-35472	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M +1

	81-85004	EX; 15.9/ x 9.53 x 61.1 G2
	81-85003	IN; 15.9/ x 9.515 x 57.94 G2

39		102							
	F4 AE 0684 C		D LA 6	5900 cm³	4V	169 kW	227 PS	£ 17,5	120

	80 00711 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G6 CK 3] [M G3 IFU 2.385] [DSF CR 4] 80 00711 1 0 050 102,50 / 80 00711 1 0 100 103,00
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40



103

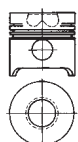
	8031.04	300 12.1977 →	D AN 3	2749 cm ³	2V	40 kW	54 PS	ε 17:1	110
	8035.04	370, 377 12.1977 →	D AN 3	2749 cm ³	2V	38-43 kW	52-58 PS	ε 17:1	110
	8035.44	059 01.1980 → 12.1987	D AN 3	2749 cm ³	2V	35 kW	48 PS	ε 17:1	110
	8041 I.002	02.1982 → 03.1985	D AN 4	3666 cm ³	2V	52 kW	71 PS	ε 17:1	110
	8041 I.004	02.1982 → 03.1985	D AN 4	3666 cm ³	2V	52 kW	71 PS	ε 17:1	110
	8041 I.005	04.1985 → 12.1988	D AN 4	3666 cm ³	2V	52-59 kW	71-80 PS	ε 17:1	110
	8041 I.006	12.1982 → 03.1985	D AN 4	3666 cm ³	2V	52 kW	71 PS	ε 17:1	110
	8041.04	200, 250, 260, 300 06.1979 → 01.1988	D AN 4	3666 cm ³	2V	50-63 kW	68-88 PS	ε 17:1	110
	8045.04	277, 377 01.1975 → 02.1984	D AN 4	3666 cm ³	2V	57 kW	78 PS	ε 17:1	110
	8051 I 105	04.1985 → 09.1987	D AN 5	4583 cm ³	2V	72 kW	98 PS	ε 17:1	110
	8060.04	620, 621, 630, 658 12.1979 → 12.1988	D AN 6	5499 cm ³	2V	99-100 kW	135-139 PS	ε 17:1	110
	8065.04	217 01.1980 → 08.1988	D AN 6	5496 cm ³	2V	81-85 kW	110-115 PS	ε 17:1	110



Series A 55-13, Series BI 20, Series BI 25, Series BI 30, Series FE 12, Series FG 65, Series FL 4, Series FR 7, Series FR 9, Series 115-14, Series 115-90, Series 1180, Series 135-14, Series 215, Series 580, Series 65-14, Series 780, Series 79-14



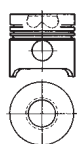
90 654 600



Cyl. Ø: 103; KH: 59.65; MT: -22.7; MØ: 50; GL: 101.15; piston pin: 34x89.8; number of piston rings: 3

R 2,5 CR G6
N 2,5 G3
DSF 4 CR
→ 80 00074 1 0 ...

93 311 600



Cyl. Ø: 103; KH: 59.65; MT: -22.7; MØ: 50; GL: 101.15; piston pin: 34x89.8; number of piston rings: 3

RTK
R 2,5 CR G6
N 2,5 G3
DSF 4 CR
→ 80 00074 1 0 ...
ring-carrier piston



80 00074 1 0 000

Cyl. Ø: 103; Set: 1; [R G6 CR 2.5] [N G3 2.5] [DSF CR 4]



90 654 960

Piston: 90654600; Cylinder liner: 89080190



90 654 963

Piston: 90654600; Cylinder liner: 89080192



93 311 960

Piston: 93311600; Cylinder liner: 89080190



89 195 190

T - Dry cylinder liner; semi; A=106.97 C=109.83 L=187 H=5



89 080 190

T - Dry cylinder liner; semi; A=107 L=187.5



89 080 192

T - Dry cylinder liner; semi; A=107.1 L=187

41



103

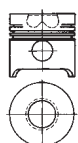
	8035.04	265, 270, 272, 300, 376, 378 11.1970 →	D AN 3	2749 cm ³	2V	35-43 kW	48-58 PS	ε 17:1	110
	8040.04	200 04.1978 → 04.1983	D AN 4	3666 cm ³	2V	63 kW	85 PS	ε 17:1	110
	8045.04	189, 270, 275, 276, 293, 300, 370, 376 01.1975 → 04.1985	D AN 4	3666 cm ³	2V	48-57 kW	65-78 PS	ε 17:1	110
	8055.04	200, 205, 250 03.1980 →	D AN 5	4583 cm ³	2V	60-66 kW	82-90 PS	ε 17:1	110
	8065.04	095, 097, 200, 270 04.1976 → 02.1986	D AN 6		2V	60-85 kW	82-115 PS	ε 17:1	110



Series DI 70, Series FB 7, Series FD 5, Series FE 18, Series FL 4, Series FL 4 L, Series FL 4 M, Series FL 5, Series FL 7, Series FR 7, Series 1000, Series 1180, Series 505, Series 55 F 8, Series 565, Series 566, Series 570, Series 580, Series 60 E 8, Series 60 F 8, Series 66-18, Series 765, Series 766, Series 780, Series 80-56, Series 80-76, Series 855, Series 880, Series 955



90 654 600



Cyl. Ø: 103; KH: 59.65; MT: -22.7; MØ: 50; GL: 101.15; piston pin: 34x89.8; number of piston rings: 3

R 2,5 CR G6
N 2,5 G3
DSF 4 CR
→ 80 00074 1 0 ...

cont...

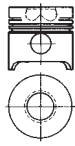


TRW
EngineComponents

PIERBURG

FIAT / IVECO

93 311 600



Cyl. Ø: 103; KH: 59.65; MT: -22.7; MØ: 50; GL: 101.15; piston pin: 34x89.8; number of piston rings: 3

RTK

R 2,5 CR G6

N 2,5 G3

DSF 4 CR

→ 80 00074 1 0 ...

ring-carrier piston

80 00074 1 0 000

Cyl. Ø: 103; Set: 1; [R G6 CR 2.5] [N G3 2.5] [DSF CR 4]

90 654 960

Piston: 90654600; Cylinder liner: 89080190

90 654 963

Piston: 90654600; Cylinder liner: 89080192

93 311 960

Piston: 93311600; Cylinder liner: 89080190

89 195 190

T - Dry cylinder liner; semi; A=106.97 C=109.83 L=187 H=5

89 080 190

T - Dry cylinder liner; semi; A=107 L=187.5

89 080 192

T - Dry cylinder liner; semi; A=107.1 L=187

17043

EX; 37 x 8 x 125.8 x A/S - Cr - 45° - 1 - III



RK-8H

50 004 282

IN; 43.9 x 8 x 125.8 x B - Ni - 45° - 2 - III



81-17117

IN/EX; 14.02/ x 8 x 56 G1

F

42



103



8035.04

359

01.1980 → 02.1986 D AN 3 2749 cm³ 2V 38 kW 52 PS £ 17:1 110

8045.04

359

07.1981 → 05.1985 D AN 4 3666 cm³ 2V 55 kW 75 PS £ 17:1 110

Series DI 20, Series DI 25, Series DI 30, Series DI 35, Series DI 40

90 654 600

Cyl. Ø: 103; KH: 59.65; MT: -22.7; MØ: 50; GL: 101.15; piston pin: 34x89.8; number of piston rings: 3

R 2,5 CR G6

N 2,5 G3

DSF 4 CR

→ 80 00074 1 0 ...

93 311 600

Cyl. Ø: 103; KH: 59.65; MT: -22.7; MØ: 50; GL: 101.15; piston pin: 34x89.8; number of piston rings: 3

RTK

R 2,5 CR G6

N 2,5 G3

DSF 4 CR

→ 80 00074 1 0 ...

ring-carrier piston

80 00074 1 0 000

Cyl. Ø: 103; Set: 1; [R G6 CR 2.5] [N G3 2.5] [DSF CR 4]

90 654 960

Piston: 90654600; Cylinder liner: 89080190

90 654 963

Piston: 90654600; Cylinder liner: 89080192

93 311 960

Piston: 93311600; Cylinder liner: 89080190

89 195 190

T - Dry cylinder liner; semi; A=106.97 C=109.83 L=187 H=5

89 080 190

T - Dry cylinder liner; semi; A=107 L=187.5

89 080 192

T - Dry cylinder liner; semi; A=107.1 L=187

17043

EX; 37 x 8 x 125.8 x A/S - Cr - 45° - 1 - III



RK-8H

50 004 282

IN; 43.9 x 8 x 125.8 x B - Ni - 45° - 2 - III



81-17117

IN/EX; 14.02/ x 8 x 56 G1

50 005 620

43



103



8065.24

000, 091, 092, 098, 300

1978 → D A 6 5499 cm³ 2V 85-99 kW 115-135 PS £ 16,5:1 110

Series FE 10, Series FE 18, Series FR 10, Series FR 12, Series 1280, Series 1380

17043

EX; 37 x 8 x 125.8 x A/S - Cr - 45° - 1 - III



RK-8H

50 004 282

IN; 43.9 x 8 x 125.8 x B - Ni - 45° - 2 - III



81-17117

IN/EX; 14.02/ x 8 x 56 G1



44



104

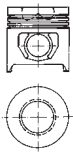


8031.05	300	01.1985 → 12.1989	D	AN	3	2931 cm ³	2V	43 kW	58 PS	ε 17:1	115
8035.05	000, 216, 317, 358, 359, 377		D	AN	3	2931 cm ³	2V	37-44 kW	50-60 PS	ε 17:1	115
8045.05	000	05.1987 →	D	AN	4	3908 cm ³	2V	59 kW	80 PS	ε 17:1	115
8045.06	206	09.1984 →	D	AN	4	3908 cm ³	2V	51 kW	70 PS	ε 17:1	115
8055.05	200, 205	06.1984 → 12.1991	D	AN	5	4885 cm ³	2V	70 kW	95 PS	ε 17:1	115

Series A 70, Series DI 20, Series DI 25, Series DI 30, Series DM 25 H 2/4, Series DM 25 M 2/4, Series DM 30 H 2/4, Series DM 30 M 2/4, Series FL 4, Series 30-4, Series 60-88, Series 60-93, Series 60-94, Series 70-56, Series 70-65, Series 70-66, Series 70-75, Series 70-76, Series 70-88, Series 80-66, Series 80-90, Series 90-90, Series 95-55



90 158 700



Cyl. Ø: 104; KH: 65.15; MT: -22.5; MØ: 52.2; GL: 108.5; piston pin: 38x85; number of piston rings: 3
RTK, TPL
R 2,5 MO G6
N 2,5 G3
DSF 4 CR
→ 80 00075 1 0 ...



80 00075 1 0 000

Cyl. Ø: 104; Set: 1; [R G6 MO 2.5] [N G3 2.5] [DSF CR 4]



90 158 970

Piston: 90158700; Cylinder liner: 89326190



90 158 972

Piston: 90158700; Cylinder liner: 89326192



89 326 190

T - Dry cylinder liner; semi; A=107 L=198

89 326 192

T - Dry cylinder liner; semi; A=107.08 L=198

45



104

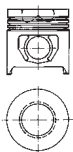


8035.05	200, 206, 208, 265, 306, 307, 308, 309	03.1984 →	D	AN	3	2931 cm ³	2V	42-44 kW	57-60 PS	ε 17:1	115
8045.05	200, 204, 205, 206, 207, 208, 209, 216, 217, 300, 304, 306, 307, 308, 309, 317, 359, 389, 393, 395	03.1984 →	D	AN	4	3908 cm ³	2V	57-60 kW	78-82 PS	ε 17:1	115
8055.05	000	05.1985 → 12.1991	D	AN	5	4885 cm ³	2V	66 kW	90 PS	ε 17:1	115
8065.05	000	03.1982 →	D	AN	6	5863 cm ³	2V	85 kW	115 PS	ε 18:1	115

Series DI 30, Series DI 35, Series DI 40, Series DI 45, Series DI 50, Series DI 60, Series F 4 M, Series FB 7, Series FD 5, Series FD 7, Series FL 4 M, Series FL 5, Series FL 7, Series FR 7, Series 115-90, Series 60 CL, Series 60 DT, Series 60 LM, Series 60 LM DT, Series 60-46, Series 60-56, Series 60-65, Series 60-66, Series 60-75, Series 60-85, Series 60-86, Series 60-90, Series 80-65, Series 80-66, Series 80-75, Series 80-88, Series 80-90, Series 82-66, Series 82-86, Series 82-94, Series 85-55, Series 85-90, Series 90-90, Series 95-55



90 158 700



Cyl. Ø: 104; KH: 65.15; MT: -22.5; MØ: 52.2; GL: 108.5; piston pin: 38x85; number of piston rings: 3
RTK, TPL
R 2,5 MO G6
N 2,5 G3
DSF 4 CR
→ 80 00075 1 0 ...



80 00075 1 0 000

Cyl. Ø: 104; Set: 1; [R G6 MO 2.5] [N G3 2.5] [DSF CR 4]



90 158 970

Piston: 90158700; Cylinder liner: 89326190



90 158 972

Piston: 90158700; Cylinder liner: 89326192



89 326 190

T - Dry cylinder liner; semi; A=107 L=198

89 326 192

T - Dry cylinder liner; semi; A=107.08 L=198



17076

EX; 37.5 x 8 x 125.5 x A/S - Cr - 45° - 1 - III



KK-8H

17075

IN; 45.5 x 8 x 125.5 x S - Cr - 30° - 1 - III



81-17117

IN/EX; 14.02/ x 8 x 56 G1



TRW
EngineComponents

PIERBURG

FIAT / IVECO

46

104



8040.25

000

01.1987 → 12.1992 D A 4 3908 cm³ 2V 74-85 kW 101-115 PS £17:1 115



Series 75-12



90 152 600 Cyl. Ø: 104; KH: 65.15; MT: -22.5; MØ: 54.45; GL: 104.15; piston pin: 38x85; number of piston rings: 3
RTK
T15 3 MO G6
M 2,5 G3
DSF 4 CR
→ **80 00330 2 0 ...**



80 00330 2 0 000 Cyl. Ø: 104; Set: 2; [T15 G6 MO 3] [M G3 IWU 2.5] [DSF CR 4]



90 152 960 Piston: 90152600; Cylinder liner: 89317190



89 317 190 T - Dry cylinder liner; semi; A=106.94 C=109.83 L=198 H=5



89 317 192 T - Dry cylinder liner; semi; A=107.02 C=109.83 L=198 H=5



79 247 600 PAIR AS STD Ø 88.030 / 111.510 // 3.429 St/B



79 353 600 PAIR PL STD Ø 63.744 / 67.407 / 28.700 / 1.815 St/B/G

79 353 620 0,508

79 354 600 PAIR HL STD Ø 79.810 / 84.200 / 24.990 / 2.178 St/B/G

79 354 610 0,254 / **79 354 620** 0,508



50 005 605 thread M16 x 1,5

50 005 623

47

104



8040.25

207, 208

01.1988 → D A 4 3908 cm³ 2V 85 kW 115 PS £17:1 115



90 152 600 Cyl. Ø: 104; KH: 65.15; MT: -22.5; MØ: 54.45; GL: 104.15; piston pin: 38x85; number of piston rings: 3
RTK
T15 3 MO G6
M 2,5 G3
DSF 4 CR
→ **80 00330 2 0 ...**



80 00330 2 0 000 Cyl. Ø: 104; Set: 2; [T15 G6 MO 3] [M G3 IWU 2.5] [DSF CR 4]



90 152 960 Piston: 90152600; Cylinder liner: 89317190



89 317 190 T - Dry cylinder liner; semi; A=106.94 C=109.83 L=198 H=5



89 317 192 T - Dry cylinder liner; semi; A=107.02 C=109.83 L=198 H=5



79 247 600 PAIR AS STD Ø 88.030 / 111.510 // 3.429 St/B



79 353 600 PAIR PL STD Ø 63.744 / 67.407 / 28.700 / 1.815 St/B/G

79 353 620 0,508

79 354 600 PAIR HL STD Ø 79.810 / 84.200 / 24.990 / 2.178 St/B/G

79 354 610 0,254 / **79 354 620** 0,508



17076 EX; 37.5 x 8 x 125.5 x A/S - Cr - 45° - 1 - III



KK-8H

17075 IN; 45.5 x 8 x 125.5 x S - Cr - 30° - 1 - III



81-17117

IN/EX; 14.02/ x 8 x 56 G1



50 005 605 thread M16 x 1,5

50 005 623

48

104



8040.25

900

06.1987 → D A 4 3908 cm³ 2V 96 kW 131 PS £17:1 115



79 247 600 PAIR AS STD Ø 88.030 / 111.510 // 3.429 St/B



79 353 600 PAIR PL STD Ø 63.744 / 67.407 / 28.700 / 1.815 St/B/G

79 353 620 0,508

79 354 600 PAIR HL STD Ø 79.810 / 84.200 / 24.990 / 2.178 St/B/G

79 354 610 0,254 / **79 354 620** 0,508



49



104



8040.45 Euro 2

5200

09.1994 →

D LA 4 3908 cm³ 2V 100 kW 136 PS ξ 18:1 115



94 450 600



Cyl. \varnothing : 104; KH: 65.33; MT: -21.4; M \varnothing : 48.2; GL: 104.33; piston pin: 38x85; number of piston rings: 3

RTK, PK

T15 3,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00517 1 0 ...**



80 00517 1 0 000

Cyl. \varnothing : 104; Set: 1; [T15 G6 MO 3.5] [M G3 IWU 2.5] [DSF CR 4]



94 450 960

Piston: 94450600; Cylinder liner: 89317190



94 450 962

Piston: 94450600; Cylinder liner: 89317192



89 317 190

T - Dry cylinder liner; semi; A=106.94 C=109.83 L=198 H=5



89 317 192

T - Dry cylinder liner; semi; A=107.02 C=109.83 L=198 H=5



79 247 600

PAIR AS STD \varnothing 88.030 / 111.510 // 3.429 St/B



79 353 600

PAIR PL STD \varnothing 63.744 / 67.407 / 28.700 / 1.815 St/B/G

79 353 620 0,508

79 354 600

PAIR HL STD \varnothing 79.810 / 84.200 / 24.990 / 2.178 St/B/G

79 354 610 0,254 / 79 354 620 0,508



17076

EX; 37.5 x 8 x 125.5 x A/S - Cr - 45° - 1 - III



KK-8H

17075

IN; 45.5 x 8 x 125.5 x S - Cr - 30° - 1 - III



81-17117

IN/EX; 14.02/ x 8 x 56 G1



50 005 604

50



104



8045.25S Euro 2

231

D A 4 3908 cm³ 2V 64 kW 87 PS ξ 17:1 115



40 274 600



Cyl. \varnothing : 104; KH: 65.33; MT: -21.4; M \varnothing : 48.2; GL: 104; piston pin: 38x85; number of piston rings: 3

RTK, TPL

T15 3 PC G6

M 2,5

DSF 4 CR

→ **80 00574 1 0 ...**



80 00574 1 0 000

Cyl. \varnothing : 104; Set: 1; [T15 G6 PC 3] [M IWU 2.5] [DSF CR 4]



40 274 960

Piston: 40274600; Cylinder liner: 89326190



40 274 962

Piston: 40274600; Cylinder liner: 89326192



89 326 190

T - Dry cylinder liner; semi; A=107 L=198



89 326 192

T - Dry cylinder liner; semi; A=107.08 L=198

51



104



8055.05

250

10.1985 → 12.1990

D AN 5 4885 cm³ 2V 72 kW 98 PS ξ 17:1 115



Series DI 70, Series DI 80



90 158 700



Cyl. \varnothing : 104; KH: 65.15; MT: -22.5; M \varnothing : 52.2; GL: 108.5; piston pin: 38x85; number of piston rings: 3

RTK, TPL

R 2,5 MO G6

N 2,5 G3

DSF 4 CR

→ **80 00075 1 0 ...**



80 00075 1 0 000

Cyl. \varnothing : 104; Set: 1; [R G6 MO 2.5] [N G3 2.5] [DSF CR 4]



90 158 970

Piston: 90158700; Cylinder liner: 89326190



90 158 972

Piston: 90158700; Cylinder liner: 89326192



89 326 190

T - Dry cylinder liner; semi; A=107 L=198



89 326 192

T - Dry cylinder liner; semi; A=107.08 L=198

50 005 620



52		104
	8060.05	000
	1986 →	D AN 6 5863 cm ³ 2V 79-102 kW 108-138 PS £ 17:1
	Series FB 100, Series FD 9, Series FL 10, Series 115-90	

	90 158 700	Cyl. Ø: 104; KH: 65.15; MT: -22.5; MØ: 52.2; GL: 108.5; piston pin: 38x85; number of piston rings: 3 RTK, TPL R 2,5 MO G6 N 2,5 G3 DSF 4 CR → 80 00075 1 0 ...
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	80 00075 1 0 000	Cyl. Ø: 104; Set: 1; [R G6 MO 2.5] [N G3 2.5] [DSF CR 4]
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	90 158 970	Piston: 90158700; Cylinder liner: 89326190
	90 158 972	Piston: 90158700; Cylinder liner: 89326192
	89 326 190	T - Dry cylinder liner; semi; A=107 L=198
	89 326 192	T - Dry cylinder liner; semi; A=107.08 L=198
	79 247 600	PAIR AS STD Ø 88.030 / 111.510 // 3.429 St/B
	79 353 600	PAIR PL STD Ø 63.744 / 67.407 / 28.700 / 1.815 St/B/G 79 353 620 0,508
	79 354 600	PAIR HL STD Ø 79.810 / 84.200 / 24.990 / 2.178 St/B/G 79 354 610 0,254 / 79 354 620 0,508

53		104
	8060.05	246, 270
	12.1985 → 06.1991	D AN 6 5863 cm ³ 2V 101 kW 137 PS £ 17:1
	Series A 70-14, Series A 90-14, Series 79-14	

	90 158 700	Cyl. Ø: 104; KH: 65.15; MT: -22.5; MØ: 52.2; GL: 108.5; piston pin: 38x85; number of piston rings: 3 RTK, TPL R 2,5 MO G6 N 2,5 G3 DSF 4 CR → 80 00075 1 0 ...
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	80 00075 1 0 000	Cyl. Ø: 104; Set: 1; [R G6 MO 2.5] [N G3 2.5] [DSF CR 4]
--	-------------------------	--

	90 158 970	Piston: 90158700; Cylinder liner: 89326190
	90 158 972	Piston: 90158700; Cylinder liner: 89326192
	89 326 190	T - Dry cylinder liner; semi; A=107 L=198
	89 326 192	T - Dry cylinder liner; semi; A=107.08 L=198
	79 247 600	PAIR AS STD Ø 88.030 / 111.510 // 3.429 St/B
	79 353 600	PAIR PL STD Ø 63.744 / 67.407 / 28.700 / 1.815 St/B/G 79 353 620 0,508
	79 354 600	PAIR HL STD Ø 79.810 / 84.200 / 24.990 / 2.178 St/B/G 79 354 610 0,254 / 79 354 620 0,508

	17076	EX; 37.5 x 8 x 125.5 x A/S - Cr - 45° - 1 - III		KK-8H
	17075	IN; 45.5 x 8 x 125.5 x S - Cr - 30° - 1 - III		81-17117 IN/EX; 14.02/ x 8 x 56 G1

54		104
	8060.25	600
	1986 →	D A 6 5863 cm ³ 2V 130 kW 177 PS £ 17:1
	Series FD 10, Series FD 9, Series FH 200, Series FR 12, Series FR 130	

	90 152 600	Cyl. Ø: 104; KH: 65.15; MT: -22.5; MØ: 54.45; GL: 104.15; piston pin: 38x85; number of piston rings: 3 RTK T15 3 MO G6 M 2,5 G3 DSF 4 CR → 80 00330 2 0 ...
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	80 00330 2 0 000	Cyl. Ø: 104; Set: 2; [T15 G6 MO 3] [M G3 IWU 2.5] [DSF CR 4]
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	90 152 960	Piston: 90152600; Cylinder liner: 89317190
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cont...



TRW
EngineComponents



PIERBURG
FIAT / IVECO

	89 317 190	T - Dry cylinder liner; semi; A=106.94 C=109.83 L=198 H=5
	89 317 192	T - Dry cylinder liner; semi; A=107.02 C=109.83 L=198 H=5
	79 247 600	PAIR AS STD Ø 88.030 / 111.510 // 3.429 St/B
	79 353 600	PAIR PL STD Ø 63.744 / 67.407 / 28.700 / 1.815 St/B/G 79 353 620 0,508
	79 354 600	PAIR HL STD Ø 79.810 / 84.200 / 24.990 / 2.178 St/B/G 79 354 610 0,254 / 79 354 620 0,508
	17076	EX; 37.5 x 8 x 125.5 x A/S - Cr - 45° - 1 - III
	17075	IN; 45.5 x 8 x 125.5 x S - Cr - 30° - 1 - III
		KK-8H
		81-17117 IN/EX; 14.02/ x 8 x 56 G1

55		104
	8065.05	220
		11.1986 →
		D AN 6 5863 cm ³ 2V 81 kW 110 PS € 18:1 115
	Series 110-90	

	90 152 600	Cyl. Ø: 104; KH: 65.15; MT: -22.5; MØ: 54.45; GL: 104.15; piston pin: 38x85; number of piston rings: 3
		RTK
		T15 3 MO G6
		M 2,5 G3
		DSF 4 CR
		→ 80 00330 2 0 ...

	80 00330 2 0 000	Cyl. Ø: 104; Set: 2; [T15 G6 MO 3] [M G3 IWU 2.5] [DSF CR 4]
--	-------------------------	--

	90 152 960	Piston: 90152600; Cylinder liner: 89317190
--	-------------------	--

	89 317 190	T - Dry cylinder liner; semi; A=106.94 C=109.83 L=198 H=5
	89 317 192	T - Dry cylinder liner; semi; A=107.02 C=109.83 L=198 H=5

	17076	EX; 37.5 x 8 x 125.5 x A/S - Cr - 45° - 1 - III
	17075	IN; 45.5 x 8 x 125.5 x S - Cr - 30° - 1 - III
		KK-8H
		81-17117 IN/EX; 14.02/ x 8 x 56 G1

56		104
	8065.25	010, 220
		10.1984 →
		D A 6 5863 cm ³ 2V 94-95 kW 128-130 PS 115
	Series F 130, Series 100-90	

	17076	EX; 37.5 x 8 x 125.5 x A/S - Cr - 45° - 1 - III
	17075	IN; 45.5 x 8 x 125.5 x S - Cr - 30° - 1 - III
		KK-8H
		81-17117 IN/EX; 14.02/ x 8 x 56 G1

57		104
	8065.25	080, 094
		1969 →
		D A 6 5863 cm ³ 2V 105 kW 143-150 PS € 16,5:1 115
	Series FD 10, Series FD 9, Series FH 200, Series FR 12, Series FR 130, Series 3550, Series 3650	

	90 152 600	Cyl. Ø: 104; KH: 65.15; MT: -22.5; MØ: 54.45; GL: 104.15; piston pin: 38x85; number of piston rings: 3
		RTK
		T15 3 MO G6
		M 2,5 G3
		DSF 4 CR
		→ 80 00330 2 0 ...

	80 00330 2 0 000	Cyl. Ø: 104; Set: 2; [T15 G6 MO 3] [M G3 IWU 2.5] [DSF CR 4]
--	-------------------------	--

	90 152 960	Piston: 90152600; Cylinder liner: 89317190
--	-------------------	--

	89 317 190	T - Dry cylinder liner; semi; A=106.94 C=109.83 L=198 H=5
	89 317 192	T - Dry cylinder liner; semi; A=107.02 C=109.83 L=198 H=5



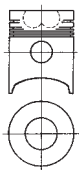
F

58	110								
	CN 3D	1968 →	D AN 3	3706 cm ³	2V	48 kW	65 PS	£ 17,4:1	130
	CN 3I	01.1970 → 11.1970	D AN 3	3706 cm ³	2V	43 kW	58 PS	£ 17,4:1	130
	CO 3C	01.1974 → 09.1985	D AN 4	4940 cm ³	2V	60 kW	82 PS	£ 16:1	130
	CO 3I	01.1971 → 12.1977	D AN 4	4940 cm ³	2V	54 kW	73 PS	£ 16:1	130
	CO 3/80	04.1973 → 12.1979	D AN 4	4940 cm ³	2V	63 kW	85 PS	£ 16:1	130
	CP 3	1968 →	D AN 6	7412 cm ³	2V	79-82 kW	107-112 PS	£ 16:1	130
	CP 3C	01.1971 → 12.1982	D AN 6	7412 cm ³	2V	88 kW	120 PS	£ 16:1	130
	CP 3I	01.1970 → 12.1977	D AN 6	7412 cm ³	2V	85 kW	115 PS	£ 16:1	130
	CP 3/100	1968 →	D AN 6	7412 cm ³	2V	75-97 kW	102-132 PS	£ 16:1	130
	CP 3/32	02.1971 → 12.1973	D AN 6	7412 cm ³	2V	97 kW	132 PS	£ 16:1	130
	CP 3/42	02.1971 → 12.1973	D AN 6	7412 cm ³	2V	107 kW	145 PS	£ 17,4:1	130
	CP 3/42.300	02.1971 → 07.1984	D AN 6	7412 cm ³	2V	109 kW	148 PS	£ 16:1	130
	CP 3/43	02.1971 → 12.1973	D AN 6	7412 cm ³	2V	97 kW	132 PS	£ 16:1	130
	CP 3/80	1968 →	D AN 4	4940 cm ³	2V	81 kW	110 PS	£ 16:1	130
	Series AD 10, Series AD 5, Series BD 10, Series DI 65, Series DI 70, Series FL 10, Series S 105, Series S 11, Series S 60, Series S 70, Series S 90, Series SL 11, Series SR 70, Series 10 B, Series 120, Series 1300, Series 673, Series 850								

88 827 110 N - Wet cylinder liner; finished; A=118 C=129.5 L=236 H+F=170+1

59	110								
	CO 3/60	1968 → 12.1976	D AN 4	4562 cm ³	2V	47 kW	64 PS	£ 17:1	120
	CO 3/75	02.1975 → 12.1980	D AN 4	4562 cm ³	2V	65 kW	88 PS	£ 17:1	120
	Series FL 6, Series 880								

92 488 600 Cyl. Ø: 110; KH: 75.2; MT: -27.5; MØ: 51; GL: 150.2; piston pin: 40.006x94; number of piston rings: 4



PK
R 2,5 CR
R 2,5
N 2,5
DSF 5 CR

92 488 960 Piston: 92488600; Cylinder liner: 88827110

88 827 110 N - Wet cylinder liner; finished; A=118 C=129.5 L=236 H+F=170+1

60	110								
	CO 3D	1968 →	D AN 4	4940 cm ³	2V	63 kW	85 PS	£ 16:1	130
	Series 750, Series 800, Series 805, Series 850, Series 880								

88 827 110 N - Wet cylinder liner; finished; A=118 C=129.5 L=236 H+F=170+1

17045 EX; 36.5 x 8 x 137.8 x A/S - Cr - 45° - 1 - III



81-17117 IN/EX; 14.02/ x 8 x 56 G1

61	112								
	8360.46 Euro 2	4649							
		01.1995 →	D LA 6	7685 cm ³	2V	196 kW	267 PS	£ 17,6:1	130
	171018	EX; 42.5 x 9 x 142.3 x RA/S - Cr - 45° - 1 - III							
	171017	IN; 47 x 9 x 142 x A - Cr - 25° - 1 - III							



62	114,313								
	4.318.2	01.1984 →	D AN 4	5215 cm ³	2V	72 kW	98 PS	£ 17,5:1	127
	Series 1020								

81-85006 IN/EX; 15.94/ x 9.55 x 67.5 G2



63

115



8340.04

040, 200, 250

04.1978 → 06.1988 D AN 4 4570 cm³ 2V 73-74 kW 99-101 PS ξ 17:1 110

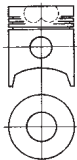


Series A 60-10, Series 55 F 10, Series 60 F 10, Series 65 F 10, Series 70 F 10, Series 75 F 10, Series 79 F 10



93 208 600

Cyl. \varnothing : 115; KH: 76.5; MT: -27; M \varnothing : 52; GL: 140.5; piston pin: 42x97; number of piston rings: 3



RTK
R 2,5 CR G3
R 2,5
DSF 4 CR
→ 80 00077 1 0 ...



80 00077 1 0 000

Cyl. \varnothing : 115; Set: 1; [R G3 IF CR 2.5] [R 2.5] [DSF CR 4]



93 208 960

Piston: 93208600; Cylinder liner: 89023110



89 023 110

N - Wet cylinder liner; finished; A=121.97 C=129.9 L=215.5 H=147

64

115



8340.06

000

06.1977 → 12.1979 D AN 4 4570 cm³ 2V 74 kW 100 PS ξ 17:1 110

8360.04

200

1979 → D AN 6 6855 cm³ 2V 106 kW 145 PS ξ 17:1 110

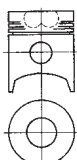


Series 120, Series 50-9



93 208 600

Cyl. \varnothing : 115; KH: 76.5; MT: -27; M \varnothing : 52; GL: 140.5; piston pin: 42x97; number of piston rings: 3



RTK
R 2,5 CR G3
R 2,5
DSF 4 CR
→ 80 00077 1 0 ...



80 00077 1 0 000

Cyl. \varnothing : 115; Set: 1; [R G3 IF CR 2.5] [R 2.5] [DSF CR 4]



93 208 960

Piston: 93208600; Cylinder liner: 89023110



89 023 110

N - Wet cylinder liner; finished; A=121.97 C=129.9 L=215.5 H=147



17072

EX; 41 x 8 x 137.5 x A/S - Ni - 45° - 1 - III



KK-8H

50 009 050

IN; 48.5 x 8 x 137.5 x B - Ni - 45° - 2 - III



81-17117

IN/EX; 14.02/ x 8 x 56 G1

65

115



8360.05

200, 254

03.1977 → 12.1990 D AN 6 8101 cm³ 2V 118-124 kW 160-169 PS ξ 17:1 130

8365.05

500, 520, 530, 531, 555, 560, 570, 580, 590

01.1978 → D AN 6 8101 cm³ 2V 94-114 kW 128-155 PS ξ 17:1 130

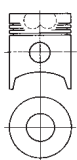


Series DI 130, Series FE 20, Series FE 24, Series FG 75, Series FG 95, Series FL 10, Series FR 15, Series 10 C, Series 10 CLGP, Series 10 CTA, Series 1355, Series 1580



93 209 600

Cyl. \varnothing : 115; KH: 76.5; MT: -29.4; M \varnothing : 54; GL: 140.5; piston pin: 42x97; number of piston rings: 3



RTK
R 2,5 CR G3
R 2,5
DSF 4 CR
→ 80 00077 1 0 ...



80 00077 1 0 000

Cyl. \varnothing : 115; Set: 1; [R G3 IF CR 2.5] [R 2.5] [DSF CR 4]



93 209 960

Piston: 93209600; Cylinder liner: 89024110



89 024 110

N - Wet cylinder liner; finished; A=122 C=129 L=235.5 H=167

cont...







TRW
EngineComponents


PIERBURG


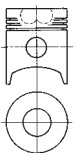
FIAT / IVECO


	17072	EX; 41 x 8 x 137.5 x A/S - Ni - 45° - 1 - III		KK-8H
	50 009 050	IN; 48.5 x 8 x 137.5 x B - Ni - 45° - 2 - III		81-17117
				IN/EX; 14.02/ x 8 x 56 G1


66  **115**

	CO 3/130	01.1971 → 07.1985	D AN 4	5401 cm ³	2V	56-67 kW	76-91 PS	£ 17:1		130
	8361.01	1979 →	D AN 6	8101 cm ³	2V	119 kW	161 PS	£ 17:1		130
	8361.05	500								
		06.1978 →	D AN 6	8101 cm ³	2V	118 kW	160 PS	£ 17:1		130

 **Series AD 7, Series BD 7, Series FL 8, Series FL 9, Series S 9, Series S 90, Series SL 9, Series SR 9, Series 3700, Series 7, Series 8**





	93 209 600	Cyl. Ø: 115; KH: 76.5; MT: -29.4; MØ: 54; GL: 140.5; piston pin: 42x97; number of piston rings: 3								
		RTK								
		R	2,5	CR	G3					
		R	2,5							
		DSF	4	CR						
		→ 80 00077 1 0 ...								


	80 00077 1 0 000	Cyl. Ø: 115; Set: 1; [R G3 IF CR 2.5] [R 2.5] [DSF CR 4]
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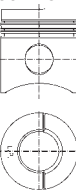
	93 209 960	Piston: 93209600; Cylinder liner: 89024110
---	-------------------	--


	89 024 110	N - Wet cylinder liner; finished; A=122 C=129 L=235.5 H=167
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67  **115**


	8361.25 Euro 2	510, 511								
		05.1984 →	D LA 6	8101 cm ³	2V	154-173 kW	210-235 PS	£ 15,5:1		130
	8361.45	500, 530								
		1969 →	D LA 6	8101 cm ³	2V	169-243 kW	230-330 PS	£ 15,5:1		130
	8365.25	501, 502, 503, 512, 513, 514, 515, 520, 522, 530, 532								
		06.1981 →	D A 6	8101 cm ³	2V	113-133 kW	116-180 PS	£ 15,5:1		130

 **Series FD 14, Series FE 28, Series FG 85, Series FG 95, Series FH 220, Series FL 14, Series FR 15, Series FR 160, Series 100-90, Series 1580, Series 160-90, Series 180-90**



	99 445 700	Cyl. Ø: 115; KH: 76.5; VT1: -1; MT: -27.7; MØ: 59; GL: 126.5; piston pin: 42x97; number of piston rings: 3								
		RTK								
		T6	3	CK	G6					
		M	2,5	CR	G3					
		DSF	4	CR						


	80 00556 1 0 000	Cyl. Ø: 115; Set: 1; [T6 G6 CK 3] [M G3 IF CR 2.5] [DSF CR 4]
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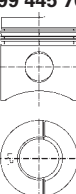
	99 445 970	Piston: 99445700; Cylinder liner: 89024110
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	89 024 110	N - Wet cylinder liner; finished; A=122 C=129 L=235.5 H=167
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68  **115**

	8365.25	500, 533								
		01.1980 →	D A 6	8101 cm ³	2V	132-147 kW	180-200 PS	£ 15,5:1		130

 **Series FA 150, Series FD 14, Series FE 28, Series FG 85, Series FG 95, Series FH 300, Series FL 14, Series FR 15, Series FR 158, Series FR 20, Series 1580, Series 160-90, Series 180-90, Series 1880**

	99 445 700	Cyl. Ø: 115; KH: 76.5; VT1: -1; MT: -27.7; MØ: 59; GL: 126.5; piston pin: 42x97; number of piston rings: 3								
		RTK								
		T6	3	CK	G6					
		M	2,5	CR	G3					
		DSF	4	CR						

	80 00556 1 0 000	Cyl. Ø: 115; Set: 1; [T6 G6 CK 3] [M G3 IF CR 2.5] [DSF CR 4]
---	-------------------------	---

	99 445 970	Piston: 99445700; Cylinder liner: 89024110
---	-------------------	--

cont...



	89 024 110	N - Wet cylinder liner; finished; A=122 C=129 L=235.5 H=167	
	17072	EX; 41 x 8 x 137.5 x A/S - Ni - 45° - 1 - III	KK-8H
	50 009 050	IN; 48.5 x 8 x 137.5 x B - Ni - 45° - 2 - III	81-17117 IN/EX; 14.02/ x 8 x 56 G1

69 **115**
F2 BE 0681 E Euro 2 D LA 6 7790 cm³ 4V 180 kW 245 PS ξ 17:1 125

	40 316 600	Cyl. Ø: 115; KH: 72.1; MT: -21.5; MØ: 60; GL: 117.1; piston pin: 46x95.5; number of piston rings: 3 RTK, KKK, TPL T15 3 CK G6 NM 2,5 G3 DSF 4 CR → 80 00591 1 0 ...
	80 00591 1 0 000	Cyl. Ø: 115; Set: 1; [T15 G6 IW CK 3] [NM G3 2.5] [DSF CR 4]
	40 316 960	Piston: 40316600; Cylinder liner: 89832110
	89 832 110	N - Wet cylinder liner; finished; A=128.5 C=136.5 L=211 H+F=9+1.2
	171108	EX; 39 x 8 x 173.3 x RA/S - Cr - 45° - 1 - III
	171070	IN; 40 x 8 x 174.5 x S - Cr - 30° - 1 - III

70 **115**
F2 BE 0681 F Euro 3 D LA 6 7790 cm³ 4V 228 kW 310 PS ξ 17:1 125

	40 317 600	Cyl. Ø: 115; KH: 72.1; MT: -19.3; MØ: 61.7; GL: 117.1; piston pin: 46x95.5; number of piston rings: 3 RTK, KKK, TPL T15 3 CK G6 NM 2,5 G3 DSF 4 CR → 80 00591 1 0 ...
	80 00591 1 0 000	Cyl. Ø: 115; Set: 1; [T15 G6 IW CK 3] [NM G3 2.5] [DSF CR 4]
	40 317 960	Piston: 40317600; Cylinder liner: 89832110
	89 832 110	N - Wet cylinder liner; finished; A=128.5 C=136.5 L=211 H+F=9+1.2
	171108	EX; 39 x 8 x 173.3 x RA/S - Cr - 45° - 1 - III
	171070	IN; 40 x 8 x 174.5 x S - Cr - 30° - 1 - III

71 **120**
8460.21 **002** 1987 → D A 6 9498 cm³ 2V 176 kW 239 PS ξ 16:1 140
8460.41 **101** 02.1991 → D LA 6 9498 cm³ 2V 234 kW 318 PS ξ 16:1 140
Series FA 200, Series FD 208, Series FR 206, Series FR 220, Series TX 66

	89 417 110	N - Wet cylinder liner; finished; A=134 C=144.8 L=250 H+F=10.025+1, without sealing rings
	17112	EX; 43 x 9 x 146 x I/S - Cr - 45° - 1 - III
	17165	IN; 49.5 x 9 x 147.3 x A/S - Cr - 30° - 1 - III

72 **120**
8460.41 **320, 406** 1990 → D LA 6 9498 cm³ 2V 234-254 kW 318-345 PS ξ 15:1 140
8465.21 **002, 004** 1987 → D A 6 9498 cm³ 2V 186 kW 253 PS ξ 16:1 140
Series FA 200, Series FD 208, Series FR 206, Series FR 220, Series TX 66, Series 400

	89 417 110	N - Wet cylinder liner; finished; A=134 C=144.8 L=250 H+F=10.025+1, without sealing rings
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F



TRW
EngineComponents




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73

 **122**



8200.02	220									
	1969→	D	AN 6	9819 cm ³	2V	147 kW	200 PS	£ 16,7:1		140
8200.12	004									
	1969→	D	AN 6	9819 cm ³	2V	141-147 kW	192-200 PS	£ 16,7:1		140
8205.02	511, 520, 531, 550									
	01.1973→01.1984	D	AN 6	9819 cm ³	2V	100-115 kW	136-156 PS	£ 16,7:1		140



Series AD 14, Series B 14, Series BD 14, Series C 14, Series FL 14, Series FR 12, Series 14, Series 684




17047 EX; 45 x 10 x 160.9 x A/S - Cr - 45° - VS - 1 - III
17046 IN; 51 x 10 x 160.9 x S - Cr - 45° - 1 - III

74

 **125**



8200.03	000									
	12.1974→06.1982	D	AN 6	10308 cm ³	2V	154 kW	210 PS	£ 15,7:1		140




17047 EX; 45 x 10 x 160.9 x A/S - Cr - 45° - VS - 1 - III
17046 IN; 51 x 10 x 160.9 x S - Cr - 45° - 1 - III

75

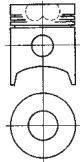
 **125**



8220.02	870									
		D	AN 6	9572 cm ³	2V	148 kW	151 PS	£ 17:1		130



90 748 700 Cyl. Ø: 125; KH: 83.5; MT: -32; MØ: 59; GL: 152; piston pin: 46x106; number of piston rings: 3
R 3 CR G6
M 3
DSF 5,5 CR



90 748 970 Piston: 90748700; Cylinder liner: 89020110



89 020 110 N - Wet cylinder liner; A=133.5 C=141.5 L=241 H=163.8

76

 **125**



8220.32	725									
		D	A 6	9572 cm ³	2V	177 kW	240 PS	£ 15,6:1		130






89 020 110 N - Wet cylinder liner; A=133.5 C=141.5 L=241 H=163.8

77

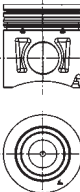
 **125**



F3 AE 0681 B Euro 3		D	LA 6	10308 cm ³	4V	294 kW	400 PS	£ 17:1		140
F3 AE 0681 D Euro 3		D	LA 6	10308 cm ³	4V	316 kW	430 PS	£ 17:1		140
F3 AE 0681 E Euro 3		D	LA 6	10308 cm ³	4V	287 kW	390 PS	£ 17:1		140



40 339 600 Cyl. Ø: 125; KH: 85.5; MT: -21.2; MØ: 87.8; GL: 133.5; piston pin: 50x101; number of piston rings: 3
KKK, RTK, TPL
T15 3,5 CK ST
NM 3 G3
DSF 4 CR
→ **80 00703 1 0 ...**



80 00703 1 0 000 Cyl. Ø: 125; Set: 1; [T15 ST CK 3.5] [NM G3 IWU 3] [DSF CR 4]



40 339 960 Piston: 40339600; Cylinder liner: 89834110





89 834 110 N - Wet cylinder liner; finished; A=140 C=150.6 L=239 H+F=10+1.2

78

 **137**



8210.02	440, 441, 442, 443, 444, 580, 582									
	06.1971→12.1989	D	AN 6	13798 cm ³	2V	191 kW	260 PS	£ 16:1		156
8215.02	561									
	1969→1981	D	A 6	13798 cm ³	2V	191 kW	260 PS	£ 16:1		156



Series AD 18, Series AP 160, Series BD 18, Series BM 21, Series BM 304, Series BM 308, Series FA 200, Series FD 20, Series FL 20, Series FR 20, Series PL 60



88 600 110 T - Dry cylinder liner; finished; A=143.02 C=147 L=282 H=6

88 600 111 T - Dry cylinder liner; finished; A=143.07 C=147 L=282 H=6

cont...



TRW
EngineComponents



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88 600 113	T - Dry cylinder liner; finished; A=143.27 C=147 L=282 H=6	
171103	EX; 49 x 11 x 169.9 x RA/S - Cr - 45° - VS - 1 - III	KK-11H
17048	IN; 59 x 11 x 169.9 x S - Cr - 45° - 1 - III	
79	137	
8210.22	000, 371 06.1984 → 1991	D A 6 13798 cm ³ 2V 224 kW 305 PS £15:1 156
Series 250		
93 620 600	Cyl. Ø: 137; KH: 92; MT: -33; MØ: 72; GL: 162; piston pin: 50x117; number of piston rings: 4 KKK, RTK T15 4 CR G6 R 3 CR N 3 DSF 5,5 CR → 80 00436 1 1 ...	
80 00436 1 1 000	Cyl. Ø: 137; Set: 1; [T15 G6 IW CR 4] [R IW CR 3] [N 3] [DSF CR 5.5]	
93 620 960	Piston: 93620600; Cylinder liner: 88600110	
93 620 961	Piston: 93620600; Cylinder liner: 88600111	
93 620 965	Piston: 93620600; Cylinder liner: 88600113	
88 600 110	T - Dry cylinder liner; finished; A=143.02 C=147 L=282 H=6	
88 600 111	T - Dry cylinder liner; finished; A=143.07 C=147 L=282 H=6	
88 600 113	T - Dry cylinder liner; finished; A=143.27 C=147 L=282 H=6	
171110	EX; 48 x 11 x 170 x RA/S - Cr - 45° - 1 - III	KK-11H
438317	IN; 57.5 x 11 x 169.9 x S - Cr - 30° - 1 - III	81-17127 EX; 18.04/ x 11 x 76 G1 81-17126 IN; 18.04/ x 11 x 86 G1
80	137	
8210.42 Euro 1	210, 235, 237, 269, 270, 271 10.1991 → 12.1999	D LA 6 13798 cm ³ 2V 265 kW 360 PS £16,5:1 156
88 600 110	T - Dry cylinder liner; finished; A=143.02 C=147 L=282 H=6	
88 600 111	T - Dry cylinder liner; finished; A=143.07 C=147 L=282 H=6	
88 600 113	T - Dry cylinder liner; finished; A=143.27 C=147 L=282 H=6	
50 005 607	19 Teeth	
50 005 608	24 Teeth	
81	137	
8215.02	563 1969 → 1981	D A 6 13798 cm ³ 2V 191 kW 260 PS £16:1 156
Series AD 18, Series BD 18		
88 600 110	T - Dry cylinder liner; finished; A=143.02 C=147 L=282 H=6	
88 600 111	T - Dry cylinder liner; finished; A=143.07 C=147 L=282 H=6	
88 600 113	T - Dry cylinder liner; finished; A=143.27 C=147 L=282 H=6	
82	137	
8215.22	520 05.1979 → 12.1991	D A 6 13798 cm ³ 2V 184 kW 250 PS £15:1 156
Series FD 20, Series FL 20		
93 620 600	Cyl. Ø: 137; KH: 92; MT: -33; MØ: 72; GL: 162; piston pin: 50x117; number of piston rings: 4 KKK, RTK T15 4 CR G6 R 3 CR N 3 DSF 5,5 CR → 80 00436 1 1 ...	
80 00436 1 1 000	Cyl. Ø: 137; Set: 1; [T15 G6 IW CR 4] [R IW CR 3] [N 3] [DSF CR 5.5]	
93 620 960	Piston: 93620600; Cylinder liner: 88600110	
93 620 961	Piston: 93620600; Cylinder liner: 88600111	
93 620 965	Piston: 93620600; Cylinder liner: 88600113	
88 600 110	T - Dry cylinder liner; finished; A=143.02 C=147 L=282 H=6	
88 600 111	T - Dry cylinder liner; finished; A=143.07 C=147 L=282 H=6	
88 600 113	T - Dry cylinder liner; finished; A=143.27 C=147 L=282 H=6	

cont...



TRW
EngineComponents

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171103 EX; 49 x 11 x 169.9 x RA/S - Cr - 45° - VS - 1 - III

KK-11H

17048 IN; 59 x 11 x 169.9 x S - Cr - 45° - 1 - III

83 **137**



8215.22

531

05.1979 → 12.1991 D A 6 13798 cm³ 2V 173 kW 235 PS £ 15:1 156

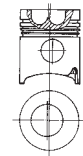


Series FD 20, Series FE 45, Series FL 20



93 620 600

Cyl. Ø: 137; KH: 92; MT: -33; MØ: 72; GL: 162; piston pin: 50x117; number of piston rings: 4



KKK, RTK

T15 4 CR G6

R 3 CR

N 3

DSF 5,5 CR

→ **80 00436 1 1 ...**



80 00436 1 1 000

Cyl. Ø: 137; Set: 1; [T15 G6 IW CR 4] [R IW CR 3] [N 3] [DSF CR 5.5]



93 620 960

Piston: 93620600; Cylinder liner: 88600110

93 620 961

Piston: 93620600; Cylinder liner: 88600111

93 620 965

Piston: 93620600; Cylinder liner: 88600113



88 600 110

T - Dry cylinder liner; finished; A=143.02 C=147 L=282 H=6

88 600 111

T - Dry cylinder liner; finished; A=143.07 C=147 L=282 H=6

88 600 113

T - Dry cylinder liner; finished; A=143.27 C=147 L=282 H=6

84 **137**



8215.22

542

01.1982 → 12.1990 D A 6 13798 cm³ 2V 182 kW 247 PS £ 15:1 156

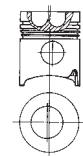


Series FR 20



93 620 600

Cyl. Ø: 137; KH: 92; MT: -33; MØ: 72; GL: 162; piston pin: 50x117; number of piston rings: 4



KKK, RTK

T15 4 CR G6

R 3 CR

N 3

DSF 5,5 CR

→ **80 00436 1 1 ...**



80 00436 1 1 000

Cyl. Ø: 137; Set: 1; [T15 G6 IW CR 4] [R IW CR 3] [N 3] [DSF CR 5.5]



93 620 960

Piston: 93620600; Cylinder liner: 88600110

93 620 961

Piston: 93620600; Cylinder liner: 88600111

93 620 965

Piston: 93620600; Cylinder liner: 88600113



88 600 110

T - Dry cylinder liner; finished; A=143.02 C=147 L=282 H=6

88 600 111

T - Dry cylinder liner; finished; A=143.07 C=147 L=282 H=6

88 600 113

T - Dry cylinder liner; finished; A=143.27 C=147 L=282 H=6



171110

EX; 48 x 11 x 170 x RA/S - Cr - 45° - 1 - III



KK-11H

171024

IN; 57.5 x 11 x 170 x S - Cr - 30° - 1 - III



81-17127

EX; 18.04/ x 11 x 76 G1

81-17126

IN; 18.04/ x 11 x 86 G1

85 **145**



8261 I 002

01.1983 → 12.1985 D AN 6 12876 cm³ 2V 165 kW 225 PS £ 16:1 130

8261.02

001

06.1975 → 12.1988 D AN 6 12876 cm³ 2V 165 kW 225 PS £ 16:1 130

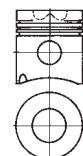


Series 3900



93 318 600

Cyl. Ø: 145; KH: 95; MT: -30.2; MØ: 72; GL: 157; piston pin: 55x122; number of piston rings: 3



RTK

T15 4 CR G6

M 3 CR G3

DSF 6 CR

→ **80 00377 1 0 ...**



80 00377 1 0 000

Cyl. Ø: 145; Set: 1; [T15 G6 CR 4] [M G3 IF CR 3] [DSF CR 6]



93 318 961

Piston: 93318600; Cylinder liner: 89463110



89 463 110

N - Wet cylinder liner; finished; A=158.5 C=174 L=262 H+F=10.06+0.9



86		145
	8280.42	050
		02.1991 → D LA 8 17174 cm ³ 4V 350 kW 476 PS ξ 16:1 130
	8280.42	350
		02.1991 → D LA 8 17174 cm ³ 2V 378 kW 514 PS ξ 16:1 130



89 463 110 N - Wet cylinder liner; finished; A=158.5 C=174 L=262 H+F=10.06+0.9



171105 EX; 45 x 10 x 156 x RA/S - Cr - 45° - 1 - III



KK-10H

171104 EX; 45 x 10 x 156.5 x RA/S - Ni - 45° - 1 - III

17077 IN; 51.5 x 10 x 156.7 x A/S - Cr - 30° - 1 - III

171026 IN; 51.6 x 10 x 157.3 x RA/S - Cr - 30° - 1 - III

87		145
	8281.22	000
		1980 → 1988 D LA 8 17174 cm ³ 2V 281 kW 381 PS ξ 15,5:1 130
	8282.22	000
		1980 → 1988 D A 8 17174 cm ³ 2V 281 kW 381 PS ξ 15,5:1 130
	Series FR 30, Series FR 35	



80 00377 1 0 000 Cyl. Ø: 145; Set: 1; [T15 G6 CR 4] [M G3 IF CR 3] [DSF CR 6]



89 463 110 N - Wet cylinder liner; finished; A=158.5 C=174 L=262 H+F=10.06+0.9

88		145
	8285.22	000
		01.1985 → 12.1991 D LA 8 17174 cm ³ 2V 276 kW 375 PS ξ 15,5:1 130
	Series FR 30, Series FR 35	



80 00377 1 0 000 Cyl. Ø: 145; Set: 1; [T15 G6 CR 4] [M G3 IF CR 3] [DSF CR 6]



89 463 110 N - Wet cylinder liner; finished; A=158.5 C=174 L=262 H+F=10.06+0.9





171104 EX; 45 x 10 x 156.5 x RA/S - Ni - 45° - 1 - III



KK-10H

17077 IN; 51.5 x 10 x 156.7 x A/S - Cr - 30° - 1 - III



	Cyl.		cm ³		Comp. Ratio	kW	PS	Pos
BSD 333 H	D (AN) 3	111,778 x 111,8	3294	2	15,3:1	38	52	28
BSD 444	D (AN) 4	111,778 x 111,9	4392	2	16,3:1	60	82	29
BSD 444 T	D (A) 4	111,778 x 111,9	4392	2	15,6:1	68	92	30
NAT	B 4	90,83 x 77	1993	2	8:1	57	77	2
ND	D (AN) 3	106,698 x 106,7	2870	2	16,5:1	32-35	44-47	15
NX	B 6	84 x 60,1	1999	2	8,75:1	48	65	1
OM 352.937	D (A) 6	97 x 128	5675	2	16:1	110	150	6
PD	D (AN) 3	111,778 x 111,8	3294	2	16,5:1	44	60	24
RD	D (AN) 4	106,698 x 106,7	3815	2	16,5:1	46-50	62-68	15
130/7 AA-Dover	D (AN) 6	107,21 x 114,9	6221	2	16:1	94	128	16
2502 E	D (AN) 3	106,68 x 96,5	2589	2	17,3:1	25-30	34-41	12
2504 E	D (AN) 3	106,698 x 106,7	2870	2	16,5:1	35	47	13
2512 E	D (AN) 3	111,778 x 111,8	3294	2	16,5:1	44	60	22
2514 E	D (AN) 4	111,76 x 106,7	4195	2	16,5:1	55	75	20
2700	D (AN) 4	104,775 x 114,9	3966	2	16,5:1	61	83	8
2701 E	D (AN) 4	104,775 x 114,9	3966	2	16,5:1	61	83	8
2703 E	D (AN) 6	104,775 x 114,8	5939	2	16,5:1	61	83	9
2704 E	D (AN) 6	104,775 x 114,9	5944	2	16,5:1	97	130	8
2704 ET	D (A) 6	104,775 x 114,8	5939	2	15,7:1	95-106	130-144	10
2708 E	D (AN) 6	100,775 x 114,8	5494	2	16,5:1	61	83	7
2709 E	D (AN) 6	104,775 x 114,9	5944	2	16,5:1	97	130	8
2711 E	D (AN) 4	107,21 x 115	4161	2	16,5:1	55	75	17
2712 E	D (AN) 4	107,21 x 115	4161	2	16,5:1	50-59	68-80	17
2713 E	D (AN) 6	104,775 x 114,9	5944	2	16:1	75	100	11
2714 E	D (AN) 6	107,21 x 114,8	6227	2	16,5:1	77	105	17
2715 C	D (AN) 6	107,21 x 114,8	6227	2	16:1	82	112	17
2715 E	D (AN) 6	107,21 x 114,8	6227	2	16,5:1	77-86	105-117	17
3201	D (AN) 3	111,778 x 111,8	3294	2	16,5:1	44-46	60-63	23
380 CID	D (AN) 6	107,21 x 114,9	6221	2	16:1	94	128	18
4AB	D (AN) 4	93,67 x 90,5	2496	2		50	68	3
4CA (50 kW)	D (AN) 4	93,67 x 90,5	2496	2	19,5:1	50	68	4
4CA (52 kW)	D (AN) 4	93,67 x 90,5	2496	2	20,5:1	52	71	5
40 D	D (A) 3	106,698 x 106,9	2870	2	15,6:1	69	94	14
4256	D (AN) 4	111,76 x 106,7	4195	2	16,5:1	56-58	76-79	21
592 E	D (AN) 4	100,775 x 115	3611	2	16:1	51	69	7
6Y 3.3	D (AN) 3	111,778 x 111,8	3294	2	16,5:1	38-44	52-60	24
6Y 3.8	D (A) 4	106,698 x 106,9	3824	2	15,6:1	69	94	14
6Y 4.2	D (A) 4	111,778 x 106,7	4195	2	15,6:1	69	94	25
6Y 6.6	D (AN) 6	111,778 x 111,8	6588	2	16,3:1	76	104	26
7A 3.3	D (AN) 3	111,778 x 111,8	3294	2	16,5:1	38-44	52-60	24
7A 4.2	D (A) 4	111,778 x 106,7	4195	2	16,5:1	69	94	25
7A 6.6 102 kW	D (A) 6	111,778 x 111,8	6588	2	16:1	102-137	138-186	27
7A 6.6 81 kW	D (AN) 6	111,778 x 111,8	6588	2	16,3:1	81	110	26
7AA/380 CID	D (AN) 6	107,21 x 114,9	6227	2	16,5:1	89	120	19



1		84									
	NX		01.1986 → 09.1992	B	6	1999 cm ³	2V	48 kW	65 PS	ε 8,75:1	60,1
	A 0407										

	50 005 062	automatic fan
--	-------------------	---------------

2		90,83									
	NAT		01.1986 → 12.1999	B	4	1993 cm ³	2V	57 kW	77 PS	ε 8:1	77
	A 0407										

	92 282 604	Cyl. Ø: 90.83; KH: 40.25; GL: 78.25; piston pin: 24x72.8; number of piston rings: 3 92 282 613 91,33 / 92 282 620 91,83
		R 2 CR G6
		M 2,5
		SLF 4 CR
		→ 80 00095 4 0 ...

	80 00095 4 0 000	Cyl. Ø: 90.8; Set: 4; [R G6 CR 2] [M 2.5] [SLF CR 4] 80 00095 4 0 050 91,30
--	-------------------------	---

	78 724 600	PAIR AS STD Ø 63.850 / 80.250 // 2.330 St/A
	87 370 600	SET HL STD Ø 57.000 / 60.620 / 23.600 / 1.810 St/A 87 370 610 0,25

	87 371 600	SET PL STD Ø 52.000 / 55.000 / 20.000 / 1.497 St/A 87 371 610 0,25 / 87 371 620 0,50 / 87 371 630 0,75
--	-------------------	--

	7885	EX; 36 x 8 x 110.6 x A/S - Cr - 45° - 22 - III		MK-8H
	7837	IN; 42 x 8 x 111.2 x S - - 45° - 22 - III		81-18110 IN/EX; 12.76/ x 8.06 x 60.3 G1

	50 006 260	CAM
--	-------------------	-----

	7.21440.51.0	Fuel pump; In-Line ; electric, Retrofitting option for carburettor vehicles, only to be used with safety shut-off 4.05288.50.0.
	4.05288.50.0	Safety shut-off (pump E1F); electric, order separately

3		93,67									
	4AB		01.1986 →	D AN	4	2496 cm ³	2V	50 kW	68 PS		90,5
	A 0407										

	92 189 600	Cyl. Ø: 93.67; KH: 59.5; MT: -18; MØ: 40; GL: 94; piston pin: 29x77; number of piston rings: 3 92 189 610 94,32 / 92 189 620 94,67
		RTK, RK
		T6 2,5 CR G6
		M 2
		DSF 4 CR
		→ 80 00099 4 0 ...

	93 118 600	Cyl. Ø: 93.66; KH: 59.5; VT1: -.6; VT2: -.95; MT: -16.94; MØ: 46.5; GL: 93.5; piston pin: 29x77; number of piston rings: 3 93 118 610 94,32
		RK, RTK
		R 2 CR G6
		R 2
		DSF 4 CR
		→ 80 00098 4 0 ...

	80 00098 4 0 000	Cyl. Ø: 93.66; Set: 4; [R G6 CR 2] [R IF 2] [DSF CR 4] 80 00098 4 0 065 94,31
--	-------------------------	---

	80 00099 4 0 000	Cyl. Ø: 93.67; Set: 4; [T6 G6 CR 2.5] [M IFU 2] [DSF CR 4] 80 00099 4 0 066 94,32 / 80 00099 4 0 100 94,67
--	-------------------------	--

	105-35509	EX; 36.3 x 9 x 123.9 x A/S - Cr - 45° - 22 - III		MK-9H
	105-35508	IN; 42 x 9 x 124.5 x S - Cr - 30° - 22 - III		81-18108 IN/EX; 14.76/ x 9 x 56.5 G1



TRW
EngineComponents

PIERBURG



FORD

4 **93,67**



4CA (50 kW)

01.1986 → 12.1999 D AN 4 2496 cm³ 2V 50 kW 68 PS £ 19,5:1 90,5



A 0407



93 118 600



Cyl. Ø: 93.66; KH: 59.5; VT1: -.6; VT2: -.95; MT: -16.94; MØ: 46.5; GL: 93.5; piston pin: 29x77; number of piston rings: 3

93 118 610 94,32

RTK, RTK

R 2 CR G6

R 2

DSF 4 CR

→ **80 00098 4 0 ...**



80 00098 4 0 000

Cyl. Ø: 93.66; Set: 4; [R G6 CR 2] [R IF 2] [DSF CR 4]

80 00098 4 0 065 94,31

80 00099 4 0 000

Cyl. Ø: 93.67; Set: 4; [T6 G6 CR 2.5] [M IFU 2] [DSF CR 4]

80 00099 4 0 066 94,32 / 80 00099 4 0 100 94,67



105-35509

EX; 36.3 x 9 x 123.9 x A/S - Cr - 45° - 22 - III



MK-9H

105-35508

IN; 42 x 9 x 124.5 x S - Cr - 30° - 22 - III

5 **93,67**



4CA (52 kW)

11.1988 → D AN 4 2496 cm³ 2V 52 kW 71 PS £ 20,5:1 90,5



A 0407



92 189 600



Cyl. Ø: 93.67; KH: 59.5; MT: -18; MØ: 40; GL: 94; piston pin: 29x77; number of piston rings: 3

92 189 610 94,32 / 92 189 620 94,67

RTK, RTK

T6 2,5 CR G6

M 2

DSF 4 CR

→ **80 00099 4 0 ...**



80 00098 4 0 000

Cyl. Ø: 93.66; Set: 4; [R G6 CR 2] [R IF 2] [DSF CR 4]

80 00098 4 0 065 94,31

80 00099 4 0 000

Cyl. Ø: 93.67; Set: 4; [T6 G6 CR 2.5] [M IFU 2] [DSF CR 4]

80 00099 4 0 066 94,32 / 80 00099 4 0 100 94,67



50 005 727

6 **97**



OM 352.937

12.1986 → D A 6 5675 cm³ 2V 110 kW 150 PS £ 16:1 128



Tractor 8070



90 276 700



Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5

90 276 710 97,50 / 90 276 720 98,00

RTK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

92 581 600



Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3

92 581 610 97,50 / 92 581 620 98,00

RTK

T6 2,5 MO G6

M 2,5 MO

DSF 4 CR

→ **80 00191 1 1 ...**

3-ring piston



80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00191 1 1 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4]

80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 276 970

Piston: 90276700; Cylinder liner: 89178190

90 276 971

Piston: 90276700; Cylinder liner: 89069190

90 276 972

Piston: 90276700; Cylinder liner: 89177190

92 581 960

Piston: 92581600; Cylinder liner: 89178190

92 581 961

Piston: 92581600; Cylinder liner: 89069190

92 581 962

Piston: 92581600; Cylinder liner: 89177190

cont...



TRW
EngineComponents



FORD

	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2		
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.		
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.		
	78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50		
	78 673 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00		
	78 674 601	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.		
	78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.		
	78 756 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston \varnothing 77 mm.		
	87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD		
	87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B		
	87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
	87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
	87 426 601	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00		
	87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50		
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed		
	50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed		
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1658 EX; 15/ x 10 x 73 G1
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III		81-1631 EX; 15/ x 10 x 78 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1610 EX; 15/ x 9 x 73 G1
	1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III		81-1670 EX; 15.028/ x 10 x 67 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676 EX; 15.035/ x 10 x 67 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°		81-1694 EX; 15.1/ x 10 x 73 G1
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°		81-1632 EX; 15.1/ x 10 x 78 G1
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°		81-1659 EX; 15.2/ x 10 x 73 G1
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°		81-1633 EX; 15.2/ x 10 x 78 G1
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°		81-1630 EX; 15.2/ x 9 x 73 G1
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°		81-1672 EX; 15.228/ x 10 x 67 G1
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°		81-1677 EX; 15.235/ x 10 x 67 G1
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°		81-1673 EX; 15.528/ x 10 x 67 G1
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°		81-1695 EX; 15.546/ x 10 x 73 G1
				81-1609 IN; 15/ x 9 x 78 G1
				81-1666 IN; 15.028/ x 9 x 72 G1
				81-1674 IN; 15.035/ x 9 x 72 G1
				81-1627 IN; 15.1/ x 9 x 78 G1
				81-1628 IN; 15.2/ x 9 x 78 G1
				81-1668 IN; 15.228/ x 9 x 72 G1
				81-1675 IN; 15.235/ x 9 x 72 G1
				81-1669 IN; 15.528/ x 9 x 72 G1
	50 005 617			50 005 835 →mot. 003612
				50 005 843

7

100,775



2708 E

1965 → 1981

D AN 6

5494 cm³

2V 61 kW

83 PS

⊗ 16,5:1

114,8

592 E

1952 → 1965

D AN 4

3611 cm³

2V 51 kW

69 PS

⊗ 16:1

115



Major, Super-Major, 4D Thames Trader, 6D



105-34019

EX; 39.1 x 9.5 x 156.5 x A/S - - 30° - 6 - III



81-18103

IN/EX; 15.9/ x 9.5 x 76.2 G1

105-34545

IN; 45.1 x 9.5 x 155.7 x A/S - Cr - 30° - 6 - III



8



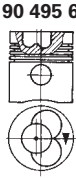
104,775



2700	1965 → 1969	D AN 4	3966 cm ³	2V	61 kW	83 PS	£ 16,5:1	114,9
2701 E	1965 → 1969	D AN 4	3966 cm ³	2V	61 kW	83 PS	£ 16,5:1	114,9
2704 E	1965 → 1969	D AN 6	5944 cm ³	2V	97 kW	130 PS	£ 16,5:1	114,9
2709 E	1965 → 1981	D AN 6	5944 cm ³	2V	97 kW	130 PS	£ 16,5:1	114,9



Combine 630, Combine 640, D 800, Tractor 240, Tractor 330, 6D



Cyl. Ø: 104.775; KH: 71; VT1: -1.8; MT: -25.8; MØ: 51.5; GL: 118; piston pin: 34.925x90; number of piston rings: 4
 R 2,39 CR
 R 2,39 CR
 N 2,39
 DSF 4,75 CR
 → **80 00100 1 0 ...**

F



80 00100 1 0 000 Cyl. Ø: 104.775; Set: 1; [R IF CR 2.39] [R IF CR 2.39] [N 2.39] [DSF CR 4.75]



90 495 960 Piston: 90495600; Cylinder liner: 88141190



88 141 190 T - Dry cylinder liner; semi; A=108.8 L=219



105-34019 EX; 39.1 x 9.5 x 156.5 x A/S - - 30° - 6 - III



81-18103 IN/EX; 15.9/ x 9.5 x 76.2 G1

105-34545 IN; 45.1 x 9.5 x 155.7 x A/S - Cr - 30° - 6 - III

9



104,775



2703 E	1965 → 1981	D AN 6	5939 cm ³	2V	61 kW	83 PS	£ 16,5:1	114,8
6D								



80 00100 1 0 000 Cyl. Ø: 104.775; Set: 1; [R IF CR 2.39] [R IF CR 2.39] [N 2.39] [DSF CR 4.75]



105-34019 EX; 39.1 x 9.5 x 156.5 x A/S - - 30° - 6 - III



81-18103 IN/EX; 15.9/ x 9.5 x 76.2 G1

105-34545 IN; 45.1 x 9.5 x 155.7 x A/S - Cr - 30° - 6 - III

10



104,775



2704 ET	12.1986 →	D A 6	5939 cm ³	2V	95-106 kW	130-144 PS	£ 15,7:1	114,8
Combine 1550, Combine 8070, Tractor 8070								



89 167 190 T - Dry cylinder liner; semi; A=109.372 C=112.827 L=219.56 H+F=4.74+0.64

11



104,775



2713 E	1969 → 1981	D AN 6	5944 cm ³	2V	75 kW	100 PS	£ 16:1	114,9
Combine 1530								



80 00100 1 0 000 Cyl. Ø: 104.775; Set: 1; [R IF CR 2.39] [R IF CR 2.39] [N 2.39] [DSF CR 4.75]

12



106,68



2502 E	1965 →	D AN 3	2589 cm ³	2V	25-30 kW	34-41 PS	£ 17,3:1	96,5
Tractor 2000, Tractor 2310, Tractor 2600, Tractor 2810								



105-34049 EX; 38.4 x 9.4 x 145.9 x A/S - - 45° - 20 - III



105-34048 IN; 45.8 x 9.4 x 145.9 x S - - 45° - 6 - III



7.02242.48.0 Fuel pump; mechanical

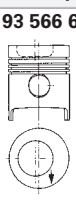
13



106,698



2504 E	1965 →	D AN 3	2870 cm ³	2V	35 kW	47 PS	£ 16,5:1	106,7
Super-Dexta, Tractor 3000, Tractor 333, Tractor 353, Tractor 3600								



Cyl. Ø: 106.698; KH: 70.18; MT: -17.28; MØ: 63.6; GL: 129.18; piston pin: 38.1x89; number of piston rings: 4
 RTK
 R 2,39 CR G6
 M 2,39 CR
 R 2,385
 DSF 4,75 CR
 → **80 00101 1 0 ...**



80 00101 1 0 000 Cyl. Ø: 106.698; Set: 1; [R G6 CR 2.39] [M IW CR 2.39] [R IW 2.385] [DSF CR 4.75]

cont...



	93 566 960	Piston: 93566600; Cylinder liner: 88500190
	88 500 190	T - Dry cylinder liner; semi; A=110.782 L=209.6
	105-34049	EX; 38.4 x 9.4 x 145.9 x A/S - - 45° - 20 - III
	105-34048	IN; 45.8 x 9.4 x 145.9 x S - - 45° - 6 - III
	50 005 842	
	7.02242.48.0	Fuel pump; mechanical

14		106,698							
	40 D	1965 → 1981	D A 3	2870 cm ³	2V	69 kW	94 PS	⊗ 15,6:1	📏 106,9
	6Y 3.8	1965 → 1968	D A 4	3824 cm ³	2V	69 kW	94 PS	⊗ 15,6:1	📏 106,9
	Tractor 3000, Tractor 5000								
	7.02242.48.0	Fuel pump; mechanical							

15		106,698							
	ND	1965 →	D AN 3	2870 cm ³	2V	32-35 kW	44-47 PS	⊗ 16,5:1	📏 106,7
	RD	1965 →	D AN 4	3815 cm ³	2V	46-50 kW	62-68 PS	⊗ 16,5:1	📏 106,7
	Super-Dexta, Super-Major								
	93 566 600	Cyl. Ø: 106.698; KH: 70.18; MT: -17.28; MØ: 63.6; GL: 129.18; piston pin: 38.1x89; number of piston rings: 4							
	RTK	R	2,39	CR	G6				
	M	2,39	CR						
	R	2,385							
	DSF	4,75	CR						
	→ 80 00101 1 0 ...								

	80 00101 1 0 000	Cyl. Ø: 106.698; Set: 1; [R G6 CR 2.39] [M IW CR 2.39] [R IW 2.385] [DSF CR 4.75]							
	93 566 960	Piston: 93566600; Cylinder liner: 88500190							
	88 500 190	T - Dry cylinder liner; semi; A=110.782 L=209.6							
	105-34049	EX; 38.4 x 9.4 x 145.9 x A/S - - 45° - 20 - III							
	105-34048	IN; 45.8 x 9.4 x 145.9 x S - - 45° - 6 - III							

16		107,21							
	130/7 AA-Dover	1981 →	D AN 6	6221 cm ³	2V	94 kW	128 PS	⊗ 16:1	📏 114,9
	Tractor 1713, Tractor 1913								
	93 656 600	Cyl. Ø: 107.213; KH: 71.25; VT1: -2.3; MT: -23.3; MØ: 58.7; GL: 119.9; piston pin: 36.505x86.2; number of piston rings: 3							
	RTK	R	2,385	CR	G6				
	M	2,385							
	DSF	4,747	CR						

17		107,21							
	2711 E	1969 → 1981	D AN 4	4161 cm ³	2V	55 kW	75 PS	⊗ 16,5:1	📏 115
	2712 E		D AN 4	4161 cm ³	2V	50-59 kW	68-80 PS	⊗ 16,5:1	📏 115
	2714 E	1969 → 1981	D AN 6	6227 cm ³	2V	77 kW	105 PS	⊗ 16,5:1	📏 114,8
	2715 C		D AN 6	6227 cm ³	2V	82 kW	112 PS	⊗ 16:1	📏 114,8
	2715 E		D AN 6	6227 cm ³	2V	77-86 kW	105-117 PS	⊗ 16,5:1	📏 114,8
	Combine 1520, Combine 1545, Combine 8050, Combine 8060, Tractor 254, Tractor 255, Tractor 380, Tractor 6500, Tractor 7095, Tractor 8060, Tractor 8100								
	92 587 600	Cyl. Ø: 107.213; KH: 71.2; VT1: -1.8; MT: -26.9; MØ: 51.5; GL: 120; piston pin: 36.512x90; number of piston rings: 4							
	R	2,39	CR						
	R	2,39	CR						
	R	2,39							
	DSF	4,75	CR						
	→ 80 00102 1 1 ...								
	80 00102 1 1 000	Cyl. Ø: 107.213; Set: 1; [R IW CR 2.39] [R IW 2.39] [NM 2.385] [DSF CR 4.75]							

cont...



TRW
EngineComponents

PIERBURG



FORD

	92 587 960	Piston: 92587600; Cylinder liner: 89158190
	89 158 190	T - Dry cylinder liner; semi; A=111.386 L=212.73
	105-34019	EX; 39.1 x 9.5 x 156.5 x A/S - - 30° - 6 - III
	105-34545	IN; 45.1 x 9.5 x 155.7 x A/S - Cr - 30° - 6 - III
	81-18103	IN/EX; 15.9/ x 9.5 x 76.2 G1

18 **107,21**

	380 CID	1981 →	D	AN	6	6221 cm ³	2V	94 kW	128 PS	£ 16:1	114,9
	Tractor 1713, Tractor 1913										

	93 656 600	Cyl. Ø: 107.213; KH: 71.25; VT1: -2.3; MT: -23.3; MØ: 58.7; GL: 119.9; piston pin: 36.505x86.2; number of piston rings: 3
	RTK	
	R	2,385 CR G6
	M	2,385
	DSF	4,747 CR

	77 767 600	SET HL STD Ø 48.209 / 51.921 / 17.650 / 1.841 St/A; HL STD Ø 48.209 / 51.921 / 25.250 / 1.841 St/A
	77 767 610	0,254 / 77 767 620 0,508

19 **107,21**

	7AA/380 CID	10.1973 → 05.1981	D	AN	6	6227 cm ³	2V	89 kW	120 PS	£ 16,5:1	114,9
	D 1111, D 1211, D 1311, D 1411										

	92 587 600	Cyl. Ø: 107.213; KH: 71.2; VT1: -1.8; MT: -26.9; MØ: 51.5; GL: 120; piston pin: 36.512x90; number of piston rings: 4
	R	2,39 CR
	R	2,39 CR
	R	2,39
	DSF	4,75 CR
	→ 80 00102 1 1 ...	

	80 00102 1 1 000	Cyl. Ø: 107.213; Set: 1; [R IW CR 2.39] [R IW 2.39] [NM 2.385] [DSF CR 4.75]
--	-------------------------	--

	92 587 960	Piston: 92587600; Cylinder liner: 89158190
--	-------------------	--

	89 158 190	T - Dry cylinder liner; semi; A=111.386 L=212.73
--	-------------------	--

20 **111,76**

	2514 E	1968 →	D	AN	4	4195 cm ³	2V	55 kW	75 PS	£ 16,5:1	106,7
	Tractor 5000, Tractor 5100										

	97 505 600	Cyl. Ø: 111.76; KH: 70.55; MT: -18.5; MØ: 63.5; GL: 129.55; piston pin: 38.1x89; number of piston rings: 4
	RTK	
	R	2,39 CR G6
	M	2,39 CR
	R	2,39
	DSF	4,75 CR
	→ 80 00103 1 1 ...	

	80 00103 1 1 000	Cyl. Ø: 111.76; Set: 1; [R G6 CR 2.39] [R IW 2.39] [R IW 2.39] [DSF CR 4.75]
--	-------------------------	--

	97 505 960	Piston: 97505600; Cylinder liner: 89002190
--	-------------------	--

	89 002 190	T - Dry cylinder liner; semi; A=114.432 C=120.4 L=208.28 H=2.59
--	-------------------	---

	7.02242.48.0	Fuel pump; mechanical
--	---------------------	-----------------------

21 **111,76**


	4256	04.1968 →	D	AN	4	4195 cm ³	2V	56-58 kW	76-79 PS	£ 16,5:1	106,7
	Combine 620, Combine 622, Tractor 5600, Tractor 5610										


	97 505 600	Cyl. Ø: 111.76; KH: 70.55; MT: -18.5; MØ: 63.5; GL: 129.55; piston pin: 38.1x89; number of piston rings: 4
	RTK	
	R	2,39 CR G6
	M	2,39 CR
	R	2,39
	DSF	4,75 CR
	→ 80 00103 1 1 ...	

cont..






 **80 00103 1 1 000** Cyl. Ø: 111.76; Set: 1; [R G6 CR 2.39] [R IW 2.39] [R IW 2.39] [DSF CR 4.75]


 **97 505 960** Piston: 97505600; Cylinder liner: 89002190



 **89 002 190** T - Dry cylinder liner; semi; A=114.432 C=120.4 L=208.28 H=2.59



22


 **111,778**


 **2512 E** 1968 → D AN 3 3294 cm³ 2V 44 kW 60 PS ϵ 16,5:1  111,8


 **Tractor 4000, Tractor 4110, Tractor 4610, Tractor 515, Tractor 531, Tractor 532, Tractor 535, Tractor 540, Tractor 545, Tractor 550, Tractor 555**


 **93 858 600** Cyl. Ø: 111.778; KH: 68.12; MT: -19.82; MØ: 63.6; GL: 127.12; piston pin: 38.1x89; number of piston rings: 4
RTK
 T15 3,16 CR G6
M 2,39 CR
NM 2,39
DSF 4,75 CR
→ **80 00336 2 0 ...**

 **99 382 600** Cyl. Ø: 111.777; KH: 68.12; MT: -19.15; MØ: 61.75; GL: 127; piston pin: 38.1x89; number of piston rings: 4
RTK
 R 2,39 CR G6
M 2,39 CR
R 2,39
DSF 4,75 CR

 **80 00336 2 0 000** Cyl. Ø: 111.778; Set: 2; [T15 G6 CR 3.16] [M IW CR 2.39] [NM 2.39] [DSF CR 4.75]

 **93 858 960** Piston: 93858600; Cylinder liner: 89002190

 **99 382 960** Piston: 99382600; Cylinder liner: 89002190

 **89 002 190** T - Dry cylinder liner; semi; A=114.432 C=120.4 L=208.28 H=2.59

 **105-34049** EX; 38.4 x 9.4 x 145.9 x A/S - - 45° - 20 - III


 **181101** EX; 38.5 x 9.4 x 146 x A/S - - 45° - 20 - III



 **105-34048** IN; 45.8 x 9.4 x 145.9 x S - - 45° - 6 - III

 **181100** IN; 46.5 x 9.5 x 146 x S - - 30° - 6 - III



 **7.02242.48.0** Fuel pump; mechanical



23


 **111,778**


 **3201** 04.1976 → D AN 3 3294 cm³ 2V 44-46 kW 60-63 PS ϵ 16,5:1  111,8


 **Tractor 4600, Tractor 4610**


 **93 858 600** Cyl. Ø: 111.778; KH: 68.12; MT: -19.82; MØ: 63.6; GL: 127.12; piston pin: 38.1x89; number of piston rings: 4
RTK
 T15 3,16 CR G6
M 2,39 CR
NM 2,39
DSF 4,75 CR
→ **80 00336 2 0 ...**

 **99 382 600** Cyl. Ø: 111.777; KH: 68.12; MT: -19.15; MØ: 61.75; GL: 127; piston pin: 38.1x89; number of piston rings: 4
RTK
 R 2,39 CR G6
M 2,39 CR
R 2,39
DSF 4,75 CR

 **80 00336 2 0 000** Cyl. Ø: 111.778; Set: 2; [T15 G6 CR 3.16] [M IW CR 2.39] [NM 2.39] [DSF CR 4.75]

 **93 858 960** Piston: 93858600; Cylinder liner: 89002190

 **99 382 960** Piston: 99382600; Cylinder liner: 89002190

 **89 002 190** T - Dry cylinder liner; semi; A=114.432 C=120.4 L=208.28 H=2.59



24

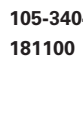
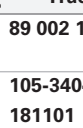
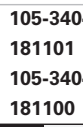
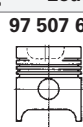
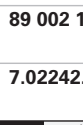
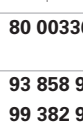
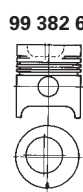
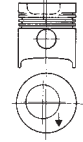
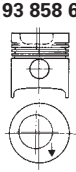


111,778



PD	1968 →	D AN 3	3294 cm ³	2V	44 kW	60 PS	£ 16,5:1	111,8
6Y 3.3	1964 → 1981	D AN 3	3294 cm ³	2V	38-44 kW	52-60 PS	£ 16,5:1	111,8
7A 3.3	1964 → 1981	D AN 3	3294 cm ³	2V	38-44 kW	52-60 PS	£ 16,5:1	111,8

Tractor 4000, Tractor 4110, Tractor 4600, Tractor 4610, Tractor 515, Tractor 531, Tractor 532, Tractor 535, Tractor 540, Tractor 545, Tractor 550, Tractor 555



93 858 600 Cyl. Ø: 111.778; KH: 68.12; MT: -19.82; MØ: 63.6; GL: 127.12; piston pin: 38.1x89; number of piston rings: 4
RTK
T15 3,16 CR G6
M 2,39 CR
NM 2,39
DSF 4,75 CR
→ **80 00336 2 0 ...**

99 382 600

Cyl. Ø: 111.777; KH: 68.12; MT: -19.15; MØ: 61.75; GL: 127; piston pin: 38.1x89; number of piston rings: 4
RTK
R 2,39 CR G6
M 2,39 CR
R 2,39
DSF 4,75 CR

80 00336 2 0 000

Cyl. Ø: 111.778; Set: 2; [T15 G6 CR 3.16] [M IW CR 2.39] [NM 2.39] [DSF CR 4.75]

93 858 960

Piston: 93858600; Cylinder liner: 89002190

99 382 960

Piston: 99382600; Cylinder liner: 89002190

89 002 190

T - Dry cylinder liner; semi; A=114.432 C=120.4 L=208.28 H=2.59

7.02242.48.0

Fuel pump; mechanical

25

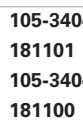
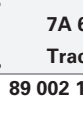
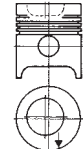
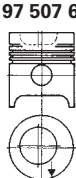


111,778



6Y 4.2	1971 →	D A 4	4195 cm ³	2V	69 kW	94 PS	£ 15,6:1	106,7
7A 4.2	1971 →	D A 4	4195 cm ³	2V	69 kW	94 PS	£ 16,5:1	106,7

Loader A 62, Tractor 6000, Tractor 7000, Tractor 750, Tractor 7500, Tractor 7600, Tractor 7700



97 507 600 Cyl. Ø: 111.76; KH: 70.4; MT: -23.8; MØ: 56; GL: 129.4; piston pin: 41.275x89; number of piston rings: 4
RTK
T15 3,16 CR G6
M 2,39 CR
NM 2,39
DSF 4,75 CR
→ **80 00104 1 0 ...**

80 00104 1 0 000

Cyl. Ø: 111.778; Set: 1; [T15 G6 CR 3.16] [M IW CR 2.39] [NM 2.39] [DSF CR 4.75]

97 507 960

Piston: 97507600; Cylinder liner: 89002190

89 002 190

T - Dry cylinder liner; semi; A=114.432 C=120.4 L=208.28 H=2.59

105-34049

EX; 38.4 x 9.4 x 145.9 x A/S - - 45° - 20 - III

181101

EX; 38.5 x 9.4 x 146 x A/S - - 45° - 20 - III

105-34048

IN; 45.8 x 9.4 x 145.9 x S - - 45° - 6 - III

181100

IN; 46.5 x 9.5 x 146 x S - - 30° - 6 - III

26



111,778



6Y 6.6	1972 →	D AN 6	6588 cm ³	2V	76 kW	104 PS	£ 16,3:1	111,8
7A 6.6 81 kW	1972 →	D AN 6	6588 cm ³	2V	81 kW	110 PS	£ 16,3:1	111,8

Tractor 8000, Tractor 8600, Tractor 8700, TW-10



89 002 190 T - Dry cylinder liner; semi; A=114.432 C=120.4 L=208.28 H=2.59

105-34049

EX; 38.4 x 9.4 x 145.9 x A/S - - 45° - 20 - III

181101

EX; 38.5 x 9.4 x 146 x A/S - - 45° - 20 - III

105-34048

IN; 45.8 x 9.4 x 145.9 x S - - 45° - 6 - III

181100

IN; 46.5 x 9.5 x 146 x S - - 30° - 6 - III



27



111,778



7A 6.6 102 kW

1969 →

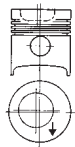
D A 6 6588 cm³ 2V 102-137 kW 138-186 PS ξ 16:1 111,8



Tractor 9600, Tractor 9700, TW-20, TW-25, TW-30, TW-35



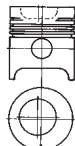
97 250 600



Cyl. \varnothing : 111.76; KH: 67.8; MT: -19; M \varnothing : 63.5; GL: 126.8; piston pin: 41.275x89; number of piston rings: 4

RTK
T15 3,16 CR G6
M 2,39 CR
R 2,39
DSF 4,75 CR
→ **80 00104 1 0 ...**

99 383 600



Cyl. \varnothing : 111.777; KH: 67.8; MT: -18.2; M \varnothing : 61.95; GL: 126.68; piston pin: 41.275x89; number of piston rings: 4

RTK
T15 3,16 CR G6
M 2,39 CR
NM 2,39
DSF 4,75 CR



80 00104 1 0 000

Cyl. \varnothing : 111.778; Set: 1; [T15 G6 CR 3.16] [M IW CR 2.39] [NM 2.39] [DSF CR 4.75]

80 00336 2 0 000

Cyl. \varnothing : 111.778; Set: 2; [T15 G6 CR 3.16] [M IW CR 2.39] [NM 2.39] [DSF CR 4.75]



97 250 960

Piston: 97250600; Cylinder liner: 89002190

99 383 960

Piston: 99383600; Cylinder liner: 89002190



89 002 190

T - Dry cylinder liner; semi; A=114.432 C=120.4 L=208.28 H=2.59



105-34049

EX; 38.4 x 9.4 x 145.9 x A/S - - 45° - 20 - III

181101

EX; 38.5 x 9.4 x 146 x A/S - - 45° - 20 - III

105-34048

IN; 45.8 x 9.4 x 145.9 x S - - 45° - 6 - III

181100

IN; 46.5 x 9.5 x 146 x S - - 30° - 6 - III

28



111,778



BSD 333 H

1981 →

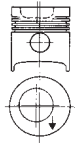
D AN 3 3294 cm³ 2V 38 kW 52 PS ξ 15,3:1 111,8



Tractor 4610



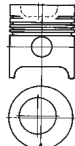
93 858 600



Cyl. \varnothing : 111.778; KH: 68.12; MT: -19.82; M \varnothing : 63.6; GL: 127.12; piston pin: 38.1x89; number of piston rings: 4

RTK
T15 3,16 CR G6
M 2,39 CR
NM 2,39
DSF 4,75 CR
→ **80 00336 2 0 ...**

99 382 600



Cyl. \varnothing : 111.777; KH: 68.12; MT: -19.15; M \varnothing : 61.75; GL: 127; piston pin: 38.1x89; number of piston rings: 4

RTK
R 2,39 CR G6
M 2,39 CR
R 2,39
DSF 4,75 CR



80 00336 2 0 000

Cyl. \varnothing : 111.778; Set: 2; [T15 G6 CR 3.16] [M IW CR 2.39] [NM 2.39] [DSF CR 4.75]



93 858 960

Piston: 93858600; Cylinder liner: 89002190



99 382 960

Piston: 99382600; Cylinder liner: 89002190



89 002 190

T - Dry cylinder liner; semi; A=114.432 C=120.4 L=208.28 H=2.59



50 005 227

29



111,778



BSD 444

09.1981 →

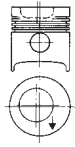
D AN 4 4392 cm³ 2V 60 kW 82 PS ξ 16,3:1 111,9



Tractor 6610, Tractor 6710



93 858 600



Cyl. \varnothing : 111.778; KH: 68.12; MT: -19.82; M \varnothing : 63.6; GL: 127.12; piston pin: 38.1x89; number of piston rings: 4

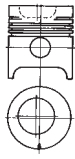
RTK
T15 3,16 CR G6
M 2,39 CR
NM 2,39
DSF 4,75 CR
→ **80 00336 2 0 ...**

cont...

F



99 382 600



Cyl. Ø: 111.777; KH: 68.12; MT: -19.15; MØ: 61.75; GL: 127; piston pin: 38.1x89; number of piston rings: 4
RTK
R 2,39 CR G6
M 2,39 CR
R 2,39
DSF 4,75 CR

80 00336 2 0 000

Cyl. Ø: 111.778; Set: 2; [T15 G6 CR 3.16] [M IW CR 2.39] [NM 2.39] [DSF CR 4.75]

93 858 960

Piston: 93858600; Cylinder liner: 89002190

99 382 960

Piston: 99382600; Cylinder liner: 89002190

89 002 190

T - Dry cylinder liner; semi; A=114.432 C=120.4 L=208.28 H=2.59

105-34049

EX; 38.4 x 9.4 x 145.9 x A/S - - 45° - 20 - III

181101

EX; 38.5 x 9.4 x 146 x A/S - - 45° - 20 - III

105-34048

IN; 45.8 x 9.4 x 145.9 x S - - 45° - 6 - III

181100

IN; 46.5 x 9.5 x 146 x S - - 30° - 6 - III

50 005 220

50 005 226

30



111,778



BSD 444 T

09.1981 →

D

A

4

4392 cm³

2V

68 kW

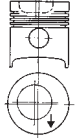
92 PS

£ 15,6:1

111,9

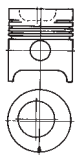
Tractor 6610, Tractor 6710, Tractor 7610, Tractor 7710

97 250 600



Cyl. Ø: 111.76; KH: 67.8; MT: -19; MØ: 63.5; GL: 126.8; piston pin: 41.275x89; number of piston rings: 4
RTK
T15 3,16 CR G6
M 2,39 CR
R 2,39
DSF 4,75 CR
→ **80 00104 1 0 ...**

99 383 600



Cyl. Ø: 111.777; KH: 67.8; MT: -18.2; MØ: 61.95; GL: 126.68; piston pin: 41.275x89; number of piston rings: 4
RTK
T15 3,16 CR G6
M 2,39 CR
NM 2,39
DSF 4,75 CR

80 00104 1 0 000

Cyl. Ø: 111.778; Set: 1; [T15 G6 CR 3.16] [M IW CR 2.39] [NM 2.39] [DSF CR 4.75]

80 00336 2 0 000

Cyl. Ø: 111.778; Set: 2; [T15 G6 CR 3.16] [M IW CR 2.39] [NM 2.39] [DSF CR 4.75]

97 250 960

Piston: 97250600; Cylinder liner: 89002190

99 383 960

Piston: 99383600; Cylinder liner: 89002190

89 002 190

T - Dry cylinder liner; semi; A=114.432 C=120.4 L=208.28 H=2.59

105-34049

EX; 38.4 x 9.4 x 145.9 x A/S - - 45° - 20 - III

181101

EX; 38.5 x 9.4 x 146 x A/S - - 45° - 20 - III

105-34048

IN; 45.8 x 9.4 x 145.9 x S - - 45° - 6 - III

181100

IN; 46.5 x 9.5 x 146 x S - - 30° - 6 - III

50 005 220





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GARWOOD BUCKEYE	71
..... → CATERPILLAR	
GAZ	1028
..... → PERKINS	
GEHL	85
..... → DEUTZ	
..... → FORD	212
..... → ISUZU	251
..... → JOHN DEERE	256
..... → KUBOTA	270
..... → PERKINS	1028
GEMCO	212
..... → FORD	
GENERAC	470
..... → MAZDA	
GENIE INDUSTRIES	85
..... → DEUTZ	
..... → FORD	212
GOLDONI TRACTORS	256
..... → JOHN DEERE	
GOMACO	75
..... → CUMMINS	
GOTTWALD	85
..... → DEUTZ	
..... → MERCEDES-BENZ	472
GRADALL	71
..... → CATERPILLAR	
..... → CUMMINS	75
GRASSHOPPER	270
..... → KUBOTA	
GRAUBREMSE	224
GRAVELY	1054
..... → RENAULT	
GRIMMER SCHMIDT	75
..... → CUMMINS	
..... → FORD	212
..... → IHC-CASE (CNH)	240
GROVE	71
..... → CATERPILLAR	
..... → CUMMINS	75
..... → DEUTZ	85
..... → MAN	280
..... → PERKINS	1028
GÜLDNER	226



TRW
EngineComponents



GRAUBREMSE

	Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos
K 225 D	1	90,04						1

G



TRW
EngineComponents

PIERBURG

GRAUBREMSE

1



90,04



K 225 D




1



80 00105 1 1 000 Cyl. Ø: 90; Set: 1; [M 2.5] [NM 2.5] [GSF 4]

G



	Cyl.		mm	cm ³		Comp.	kW	PS	Pos
						Ratio			
						ε			
1 L 79	D (AN) 1	100 x 100	790	2	19:1	10	13	1	
2 L 79	D (AN) 2	100 x 100	1580	2	19:1	19	26	1	
3 L 79	D (AN) 3	100 x 100	2360	2	19:1	29	39	1	
4 L 79	D (AN) 4	100 x 100	3140	2	19:1	38	52	1	
6 L 79	D (AN) 6	100 x 100	4710	2	19:1	57	78	1	

G



1



100



1 L 79	1961 → 1979	D AN 1	790 cm ³	2V	10 kW	13 PS	Ξ 19:1	100
2 L 79	1961 → 1979	D AN 2	1580 cm ³	2V	19 kW	26 PS	Ξ 19:1	100
3 L 79	1961 → 1979	D AN 3	2360 cm ³	2V	29 kW	39 PS	Ξ 19:1	100
4 L 79	1961 → 1979	D AN 4	3140 cm ³	2V	38 kW	52 PS	Ξ 19:1	100
6 L 79	1961 → 1979	D AN 6	4710 cm ³	2V	57 kW	78 PS	Ξ 19:1	100



G 25, G 25 S, G 30, G 30 S, G 40, G 50, G 60


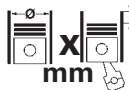



1996	EX; 35 x 10 x 126.5 x A/S - - 45° - 23 - III
1995	IN; 41 x 10 x 126.5 x S - - 45° - 23 - III



	Page
HAGIE	75
..... → CUMMINS	
..... → PERKINS	1028
HAHN	85
..... → DEUTZ	
..... → FORD	212
HAKO	1099
..... → VOLKSWAGEN	
HAMM (WIRTGEN GROUP)	85
..... → DEUTZ	
..... → HATZ	231
HANDIMAN	212
..... → FORD	
HANIX	251
..... → ISUZU	
HANOMAG	229
HANOMAG HENSCHEL	229
..... → HANOMAG	
..... → PERKINS	1028
HANOMAG (KOMATSU HANOMAG AG)	229
..... → HANOMAG	
..... → PERKINS	1028
HATRA	85
..... → DEUTZ	
HATZ	231
.....	
HAULAMATIC	1028
..... → PERKINS	
HEATHFIELD ENGINEERING	75
..... → CUMMINS	
..... → PERKINS	1028
HENLEY	212
..... → FORD	
..... → PERKINS	1028
HINO	237
.....	
..... → PERKINS	1028
HITACHI	75
..... → CUMMINS	
..... → FIAT / IVECO	176
..... → HINO	237
..... → ISUZU	251
..... → KUBOTA	270
..... → MITSUBISHI	1004
..... → NISSAN	1021
HOBART	1028
..... → PERKINS	
HOGZILLA	71
..... → CATERPILLAR	
HOLDER	85
..... → DEUTZ	
..... → KUBOTA	270
HOOS	472
..... → MERCEDES-BENZ	
HOUGH	75
..... → CUMMINS	
..... → WAUKESHA	1179
HUBERWABCO (DRESSER)	472
..... → MERCEDES-BENZ	
..... → SCANIA	1067
HUDSON	75
..... → CUMMINS	
HUTTE	85
..... → DEUTZ	
HYDRA MAC	212
..... → FORD	
..... → ISUZU	251
..... → PERKINS	1028
HYDRO AXE	71
..... → CATERPILLAR	
..... → CUMMINS	75
..... → JOHN DEERE	256
HYMAC	75
..... → CUMMINS	
..... → FORD	212
..... → PERKINS	1028
..... → VOLVO	1125
HYPAC	85
..... → DEUTZ	
HYSTER	71
..... → CATERPILLAR	
..... → ISUZU	251
..... → MAZDA	470
..... → PERKINS	1028
HYUNDAI	75
..... → CUMMINS	



	Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos
D 142 R	D (AN) 4	100 x 100	3140	2	22,5:1	42	58	1
D 162 R	D (AN) 6	100 x 100	4710	2	22,5:1	62	85	1
D 942	D (AN) 4	120 x 140	6333	2	17,2:1	73	100	2
D 943 B	D (AN) 4	128 x 140	7206	2	17,2:1	85-88	115-120	3
D 962	D (AN) 6	120 x 140	9500	2	17,2:1	103-108	140-147	2

H



	1		100								
		D 142 R	1967 → 1970	D AN 4	3140 cm ³	2V	42 kW	58 PS	£22,5:1		100
		D 162 R	1967 → 1970	D AN 6	4710 cm ³	2V	62 kW	85 PS	£22,5:1		100
	Granit 500 E										
	81-2018	IN/EX; 15/ x 9 x 70 G1									

	2		120								
		D 942		D AN 4	6333 cm ³	2V	73 kW	100 PS	£17,2:1		140
		D 962	02.1980 → 03.1996	D AN 6	9500 cm ³	2V	103-108 kW	140-147 PS	£17,2:1		140
	C 55										

	80 00111 1 0 000	Cyl. Ø: 120; Set: 1; [R G6 CR 2.5] [M 2.5] [M 2.5] [D 6]									
	88 644 110	N - Wet cylinder liner; finished; A=144 C=151.8 L=278 H+F=12.1+1.15									
	78 192 600	PAIR PL STD Ø 85.000 / 91.000 / 36.000 / 2.980 St/B/G 78 192 610 0,25 / 78 192 620 0,50 / 78 192 630 0,75									
	78 193 600	PAIR HL STD Ø 105.013 / 112.000 / 38.000 / 3.470 St/B/G 78 193 610 0,25 / 78 193 620 0,50 / 78 193 630 0,75									
	78 194 600	PAIR PASS-L STD Ø 105.013 / 112.000 / 47.920 / 3.470 St/B/G 78 194 610 0,25 / 78 194 620 0,50									

	81-2019	IN/EX; 17/ x 12 x 80 G1									
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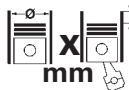

	3		128								
		D 943 B	02.1980 → 07.1992	D AN 4	7206 cm ³	2V	85-88 kW	115-120 PS	£17,2:1		140
		C 44									

	88 645 110	N - Wet cylinder liner; finished; A=144 C=151.8 L=278 H+F=12.1+1.15									
	78 192 600	PAIR PL STD Ø 85.000 / 91.000 / 36.000 / 2.980 St/B/G 78 192 610 0,25 / 78 192 620 0,50 / 78 192 630 0,75									
	78 193 600	PAIR HL STD Ø 105.013 / 112.000 / 38.000 / 3.470 St/B/G 78 193 610 0,25 / 78 193 620 0,50 / 78 193 630 0,75									
	78 194 600	PAIR PASS-L STD Ø 105.013 / 112.000 / 47.920 / 3.470 St/B/G 78 194 610 0,25 / 78 194 620 0,50									

	81-2015	IN/EX; 17/ x 12 x 87.2 G1									
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H



				Cyl.		cm ³		Comp. Ratio ε	kW	PS	Pos
D 108	D (AN)	3			108 x 110	3021	2	17,5:1	39	54	23
E 108	D (AN)	1			108 x 110	1007	2	17,5:1	13	18	23
E 573	D (AN)	1			73 x 67	280	2	18:1	2	3	2
E 673	D (AN)	1			73 x 67	280	2	18:1	4	6	2
E 71	D (AN)	1			75 x 80	353	2	23:1	3	4	3
E 75	D (AN)	1			75 x 80	353	2	23:1	4	6	4
E 780	D (AN)	1			82 x 100	528	2	22:1	6	9	9
E 786	D (AN)	1			85 x 110	624	2	18:1	9	12	13
E 79	D (AN)	1			82 x 80	422	2	21:1	5	7	10
E 80	D (AN)	1			80 x 100	502	2				8
E 85	D (AN)	1			85 x 100	567	2		6	9	14
E 88 G/FG/FL	D (AN)	1			90 x 105	668	2	19:1	8	11	17
E 89 G/FG/FL	D (AN)	1			90 x 105	668	2	19:1	9	12	18
ES 71	D (AN)	1			75 x 80	353	2	23:1	3	4	5
ES 75	D (AN)	1			75 x 80	353	2	23:1	4	6	6
ES 780	D (AN)	1			82 x 100	528	2	22:1	8	11	11
ES 79	D (AN)	1			82 x 80	422	2	21:1	6	8	12
V 108	D (AN)	4			108 x 110	4028	2	17,5:1	53	72	23
Z 108	D (AN)	2			108 x 110	2014	2	17,5:1	26	36	23
Z 790	D (AN)	2			90 x 100	1272	2	19:1	20	27	16
1 B 20	D (AN)	1			69 x 62	232	2	21:1	1-3	2-5	1
1 B 30	D (AN)	1			80 x 69	347	2	21:1	5	7	7
1 D 60	D (AN)	1			88	517	2	21:1	7	10	15
1 D 80	D (AN)	1			100	667	2	21:1	10	14	20
1 D 81	D (AN)	1			100	667	2		11	15	21
1D41C	D	1			90 x 65			21,0:1	5	7	16
2 G 30	D (AN)	2			88	912	2	19,4:1	16	22	15
2 L 30 C	D (AN)	2			95 x 100	1416	2	17:1	22	30	19
2 L 30 S	D (AN)	2			95 x 100	1416	2	17:1	20	27	19
2 L 40 C	D (AN)	2			102 x 105	1715	2	18:1			22
2 L 40 S	D (AN)	2			102 x 105	1715	2	18:1	22	30	22
2 M 40 C	D (AN)	2			102 x 105	1715	2	18:1			22
2 M 40 S	D (AN)	2			102 x 105	1715	2	18:1			22
3 L 30 C	D (AN)	3			95 x 100	2124	2	17:1	33	45	19
3 L 30 S	D (AN)	3			95 x 100	2124	2	17:1	30	40	19
3 L 40 C	D (AN)	3			102 x 105	2574	2	18:1			22
3 L 40 S	D (AN)	3			102 x 105	2574	2	18:1	33	45	22
3 M 40 C	D (AN)	3			102 x 105	2574	2	18:1			22
3 M 40 S	D (AN)	3			102 x 105	2574	2	18:1			22
4 L 30 C	D (AN)	4			95 x 100	2832	2	17:1	44	60	19
4 L 30 S	D (AN)	4			95 x 100	2832	2	17:1	40	54	19
4 L 40 C	D (AN)	4			102 x 105	3432	2	18:1			22
4 L 40 S	D (AN)	4			102 x 105	3432	2	18:1	44	60	22
4 M 40 C	D (AN)	4			102 x 105	3432	2	18:1			22
4 M 40 S	D (AN)	4			102 x 105	3432	2	18:1			22

H



TRW
EngineComponents

PIERBURG



HATZ

1		69									
		1 B 20	1996 →	D AN 1	232 cm ³	2V	1-3 kW	2-5 PS	£21:1		62
		7.20469.03.0	Non-return valve								
2		73									
		E 573	1976 →	D AN 1	280 cm ³	2V	2 kW	3 PS	£18:1		67
		E 673	1976 →	D AN 1	280 cm ³	2V	4 kW	6 PS	£18:1		67
		7.20469.03.0	Non-return valve								
3		75									
		E 71	01.1960 → 12.1979	D AN 1	353 cm ³	2V	3 kW	4 PS	£23:1		80
		90 625 610	Cyl. Ø: 75.5; KH: 48.5; VT1: -1.2; VT2: -1.55; GL: 87.5; piston pin: 25x64; number of piston rings: 3								
		90 625 620	76,00								
		RK, GeC									
		R	1,75	CR	G3						
		M	1,75								
		G	4								
		78 022 600	PAIR PL STD Ø 47.940 / 53.990 / 32.000 / 3.005 St/B/G								
		78 022 610 0,25 / 78 022 620 0,50 / 78 022 630 0,75 / 78 022 640 1,00, 1961 →									
		7.20469.03.0	Non-return valve								
4		75									
		E 75	07.1965 → 12.1979	D AN 1	353 cm ³	2V	4 kW	6 PS	£23:1		80
		90 625 610	Cyl. Ø: 75.5; KH: 48.5; VT1: -1.2; VT2: -1.55; GL: 87.5; piston pin: 25x64; number of piston rings: 3								
		90 625 620	76,00								
		RK, GeC									
		R	1,75	CR	G3						
		M	1,75								
		G	4								
		78 022 600	PAIR PL STD Ø 47.940 / 53.990 / 32.000 / 3.005 St/B/G								
		78 022 610 0,25 / 78 022 620 0,50 / 78 022 630 0,75 / 78 022 640 1,00									
		81-4033	IN/EX; 12/14 x 7 x 38.5 G1								
		81-4001	IN/EX; 12/14 x 7 x 46 B2								
		7.20469.03.0	Non-return valve								
5		75									
		ES 71	07.1965 → 12.1979	D AN 1	353 cm ³	2V	3 kW	4 PS	£23:1		80
		90 625 610	Cyl. Ø: 75.5; KH: 48.5; VT1: -1.2; VT2: -1.55; GL: 87.5; piston pin: 25x64; number of piston rings: 3								
		90 625 620	76,00								
		RK, GeC									
		R	1,75	CR	G3						
		M	1,75								
		G	4								
		7.20469.03.0	Non-return valve								
6		75									
		ES 75	07.1965 → 12.1979	D AN 1	353 cm ³	2V	4 kW	6 PS	£23:1		80
		90 625 610	Cyl. Ø: 75.5; KH: 48.5; VT1: -1.2; VT2: -1.55; GL: 87.5; piston pin: 25x64; number of piston rings: 3								
		90 625 620	76,00								
		RK, GeC									
		R	1,75	CR	G3						
		M	1,75								
		G	4								
		81-4033	IN/EX; 12/14 x 7 x 38.5 G1								
		81-4001	IN/EX; 12/14 x 7 x 46 B2								
		7.20469.03.0	Non-return valve								



7		80																	
	1 B 30		1996 →	D	AN	1	347 cm ³	2V	5 kW	7 PS	⊗21:1		69						

	7.20469.03.0	Non-return valve																	
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8		80																	
	E 80		1953 →	D	AN	1	502 cm ³	2V					100						

	91 468 620	Cyl. Ø: 81; KH: 56; GL: 92; piston pin: 30x66; number of piston rings: 3																	
		RK																	
		R	2	CR	G3														
		M	2																
		G	4																
		→ 80 00113 1 0 ...																	

	80 00113 1 0 100	Cyl. Ø: 81; Set: 1; [R G3 IF CR 2] [M 2] [G 4]																	
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	7.20469.03.0	Non-return valve																	
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9		82																	
	E 780		01.1960 → 12.1988	D	AN	1	528 cm ³	2V	6 kW	9 PS	⊗22:1		100						

	78 022 600	PAIR PL STD Ø 47.940 / 53.990 / 32.000 / 3.005 St/B/G																	
		78 022 610 0,25 / 78 022 620 0,50 / 78 022 630 0,75 / 78 022 640 1,00, 1962→																	

	81-4033	IN/EX; 12/14 x 7 x 38.5 G1																	
	81-4001	IN/EX; 12/14 x 7 x 46 B2																	

	7.20469.03.0	Non-return valve																	
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10		82																	
	E 79		04.1965 → 12.1979	D	AN	1	422 cm ³	2V	5 kW	7 PS	⊗21:1		80						

	91 456 610	Cyl. Ø: 82.5; KH: 48.5; VT1: -1.15; VT2: -1.5; GL: 92.5; piston pin: 28x68; number of piston rings: 3																	
		RK																	
		R	2	CR	G6														
		M	2																
		G	4																

	78 022 600	PAIR PL STD Ø 47.940 / 53.990 / 32.000 / 3.005 St/B/G																	
		78 022 610 0,25 / 78 022 620 0,50 / 78 022 630 0,75 / 78 022 640 1,00, 1962→																	

	81-4026	IN/EX; 12/ x 7 x 46 G1																	
	81-4033	IN/EX; 12/14 x 7 x 38.5 G1																	
	81-4001	IN/EX; 12/14 x 7 x 46 B2																	

	7.20469.03.0	Non-return valve																	
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11		82																	
	ES 780		07.1965 → 12.1979	D	AN	1	528 cm ³	2V	8 kW	11 PS	⊗22:1		100						

	78 022 600	PAIR PL STD Ø 47.940 / 53.990 / 32.000 / 3.005 St/B/G																	
		78 022 610 0,25 / 78 022 620 0,50 / 78 022 630 0,75 / 78 022 640 1,00, 1969→																	

	7.20469.03.0	Non-return valve																	
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12		82																	
	ES 79		07.1965 → 12.1988	D	AN	1	422 cm ³	2V	6 kW	8 PS	⊗21:1		80						

	91 456 610	Cyl. Ø: 82.5; KH: 48.5; VT1: -1.15; VT2: -1.5; GL: 92.5; piston pin: 28x68; number of piston rings: 3																	
		RK																	
		R	2	CR	G6														
		M	2																
		G	4																

	78 022 600	PAIR PL STD Ø 47.940 / 53.990 / 32.000 / 3.005 St/B/G																	
		78 022 610 0,25 / 78 022 620 0,50 / 78 022 630 0,75 / 78 022 640 1,00, 1968→																	

	81-4033	IN/EX; 12/14 x 7 x 38.5 G1																	
	81-4001	IN/EX; 12/14 x 7 x 46 B2																	

cont...



7.20469.03.0 Non-return valve

13		85							
	E 786	1984→	D AN 1	624 cm ³	2V	9 kW	12 PS	£18:1	110

	91 786 620	Cyl. Ø: 86; KH: 55; MT: -17; GL: 95; number of piston rings: 3
		R 2 CR
		M 2
		G 4

7.20469.03.0 Non-return valve

14		85							
	E 85	1954→1984	D AN 1	567 cm ³	2V	6 kW	9 PS		100
	TL 10								

	90 628 610	Cyl. Ø: 85.5; KH: 56; MT: -7; GL: 102; piston pin: 30x72; number of piston rings: 3
		RK
		R 2 CR G3
		M 2
		G 4
		→ 80 00114 1 0 ...

	80 00114 1 0 050	Cyl. Ø: 85.5; Set: 1; [R G3 IF CR 2] [M 2] [G 4]
		80 00114 1 0 100 86,00

	78 098 600	PAIR PL STD Ø 49.930 / 58.010 / 37.800 / 4.000 St/B/G
		78 098 620 0,50

7.20469.03.0 Non-return valve

15		88							
	1 D 60	1989→	D AN 1	517 cm ³	2V	7 kW	10 PS	£21:1	
	2 G 30	1986→	D AN 2	912 cm ³	2V	16 kW	22 PS	£19,4:1	

7.20469.03.0 Non-return valve

16		90							
	Z 790	1971→	D AN 2	1272 cm ³	2V	20 kW	27 PS	£19:1	100
	1D41C		D 1			5 kW	7 PS	£21,0:1	65

7.20469.03.0 Non-return valve

17		90							
	E 88 G/FG/FL	1965→	D AN 1	668 cm ³	2V	8 kW	11 PS	£19:1	105
	TL 12								

	91 482 600	Cyl. Ø: 90; KH: 53.5; MT: -8.8; GL: 103.5; piston pin: 30x78; number of piston rings: 3
		91 482 610 90,50 / 91 482 620 91,00 / 91 482 630 91,50
		RK
		R 2 CR G3
		M 2
		G 4
		→ 80 00115 1 0 ...

	80 00115 1 0 000	Cyl. Ø: 90; Set: 1; [R G3 IF CR 2] [M 2] [G 4]
		80 00115 1 0 050 90,50

7.20469.03.0 Non-return valve



18		90										
	E 89 G/FG/FL	1965 →	D	AN 1	668 cm ³	2V	9 kW	12 PS	ε 19:1		105	
	TL 12											

	91 482 600	Cyl. Ø: 90; KH: 53.5; MT: -8.8; GL: 103.5; piston pin: 30x78; number of piston rings: 3 91 482 610 90,50 / 91 482 620 91,00 / 91 482 630 91,50 RK R 2 CR G3 M 2 G 4 → 80 00115 1 0 ...
	80 00115 1 0 000	Cyl. Ø: 90; Set: 1; [R G3 IF CR 2] [M 2] [G 4] 80 00115 1 0 050 90,50
	78 098 600	PAIR PL STD Ø 49.930 / 58.010 / 37.800 / 4.000 St/B/G 78 098 620 0,50
	81-4002	IN/EX; 12/14 x 8 x 60 B2
	7.20469.03.0	Non-return valve

19		95										
	2 L 30 C	1978 →	D	AN 2	1416 cm ³	2V	22 kW	30 PS	ε 17:1		100	
	2 L 30 S	1978 →	D	AN 2	1416 cm ³	2V	20 kW	27 PS	ε 17:1		100	
	3 L 30 C	1978 →	D	AN 3	2124 cm ³	2V	33 kW	45 PS	ε 17:1		100	
	3 L 30 S	1978 →	D	AN 3	2124 cm ³	2V	30 kW	40 PS	ε 17:1		100	
	4 L 30 C	1978 →	D	AN 4	2832 cm ³	2V	44 kW	60 PS	ε 17:1		100	
	4 L 30 S	1978 →	D	AN 4	2832 cm ³	2V	40 kW	54 PS	ε 17:1		100	
	81-4034	IN/EX; 15/ x 9 x 70.5 G1										
	7.20469.03.0	Non-return valve										

20		100										
	1 D 80	1989 →	D	AN 1	667 cm ³	2V	10 kW	14 PS	ε 21:1			
	90 559 610	Cyl. Ø: 100.5; KH: 53; MT: -15.1; MØ: 46.2; GL: 85; piston pin: 30x75; number of piston rings: 3 90 559 620 101,00 R 2,5 CR G3 NM 2 G 4										
	7.20469.03.0	Non-return valve										

21		100										
	1 D 81	1995 →	D	AN 1	667 cm ³	2V	11 kW	15 PS				
	40 004 610	Cyl. Ø: 100.5; KH: 53; VT1: -1; MT: -17.3; MØ: 43.2; GL: 85; piston pin: 30x75; number of piston rings: 3 40 004 620 101,00 RK R 2,5 CR G3 NM 2 G 4 2004 →										
	92 190 620	Cyl. Ø: 101; KH: 53; VT1: -1.2; MT: -18.3; MØ: 41.5; GL: 85; piston pin: 30x75; number of piston rings: 3 RK R 2,5 CR G3 NM 2 G 4 1995 → 2000										
	99 381 620	Cyl. Ø: 101; KH: 53; VT1: -1; MT: -17.66; MØ: 43.5; GL: 85; piston pin: 30x75; number of piston rings: 3 RK R 2,5 CR G3 NM 2 G 4 2000 → 2004										

cont...



7.20469.03.0

Non-return valve

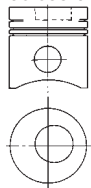
22

102



2 L 40 C	1983→	D AN 2	1715 cm ³	2V			€ 18:1	105
2 L 40 S	1983→	D AN 2	1715 cm ³	2V	22 kW	30 PS	€ 18:1	105
2 M 40 C	1983→	D AN 2	1715 cm ³	2V			€ 18:1	105
2 M 40 S	1983→	D AN 2	1715 cm ³	2V			€ 18:1	105
3 L 40 C	1983→	D AN 3	2574 cm ³	2V			€ 18:1	105
3 L 40 S	1983→	D AN 3	2574 cm ³	2V	33 kW	45 PS	€ 18:1	105
3 M 40 C	1983→	D AN 3	2574 cm ³	2V			€ 18:1	105
3 M 40 S	1983→	D AN 3	2574 cm ³	2V			€ 18:1	105
4 L 40 C	1983→	D AN 4	3432 cm ³	2V			€ 18:1	105
4 L 40 S	1983→	D AN 4	3432 cm ³	2V	44 kW	60 PS	€ 18:1	105
4 M 40 C	1983→	D AN 4	3432 cm ³	2V			€ 18:1	105
4 M 40 S	1983→	D AN 4	3432 cm ³	2V			€ 18:1	105

90 095 610



Cyl. Ø: 102.5; KH: 62.5; MT: -17.5; MØ: 53.6; GL: 98.5; piston pin: 36x74; number of piston rings: 3
 RK
 T15 3 CR G3
 NM 2,5
 D 4

H

7.20469.03.0

Non-return valve

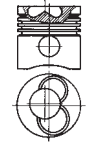
23

108



D 108	1970→1984	D AN 3	3021 cm ³	2V	39 kW	54 PS	€ 17,5:1	110
E 108	1970→1984	D AN 1	1007 cm ³	2V	13 kW	18 PS	€ 17,5:1	110
V 108	1970→1984	D AN 4	4028 cm ³	2V	53 kW	72 PS	€ 17,5:1	110
Z 108	1970→1984	D AN 2	2014 cm ³	2V	26 kW	36 PS	€ 17,5:1	110

91 697 600



Cyl. Ø: 108; KH: 71; VT1: -.9; VT2: -.9; MT: -20.5; MØ: 55; GL: 109; piston pin: 35x85; number of piston rings: 4
91 697 610 108,50 / **91 697 620** 109,00
 RK
 T15 3 CR
 R 3
 N 3
 D 5
 → **80 00116 1 0 ...**



80 00116 1 0 000


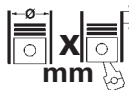

Cyl. Ø: 108; Set: 1; [T15 CR 3] [R IF 3] [N 3] [D 5]
80 00116 1 0 100 109,00



7.20469.03.0

































Non-return valve



		Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos
EC100	D (AN)	6	97 x 113	5010	2	20,3:1			1
EK100	D (AN)	6	137 x 150	13267	2	17,9:1			5
EK100-T	D (A)	6	137 x 150	13267	2				5
EK130-T	D (A)	6	137 x 150	13267	2				5
EK200	D	6	137 x 150	13267	2				5
H06B-T	D (A)	6	105,8 x 118	6224	2				2
H06C	D (AN)	6	108 x 118	6485	2				3
H06C-T	D (A)	6	108 x 118	6485	2				3
H07C	D (AN)	6	110 x 118	6728	2				4
H07C-T	D (A)	6	110 x 118	6728	2				4
K13	D (AN)	6	137 x 150	13267	2				5
K13D	D (AN)	6	137 x 150	13267	2				5
K13U	D (AN)	6	137 x 150	13267	2				5
K130-T	D (A)	6	137 x 150	13267	2				5

H



1		 97							
	EC100	10.1968 → 1986	D AN 6	5010 cm ³	2V		£20,3:1	 113	
	PB-1081J STD	SET PL-B STD Ø 31.500 / 35.500 / 37.100 / 2.040 St/B							
2		 105,8							
	H06B-T	06.1985 → 1986	D A 6	6224 cm ³	2V			 118	
	CB-2111GP STD	SET PL STD Ø 64.960 / 68.985 / 33.130 / 1.997 St/B/G CB-2111GP 0.50 0,50							
3		 108							
	H06C	12.1983 →	D AN 6	6485 cm ³	2V			 118	
	H06C-T	04.1986 →	D A 6	6485 cm ³	2V			 118	
	Series SD191								
	CB-2111GP STD	SET PL STD Ø 64.960 / 68.985 / 33.130 / 1.997 St/B/G CB-2111GP 0.50 0,50, 07.1986 →							
4		 110							
	H07C	02.1984 →	D AN 6	6728 cm ³	2V			 118	
	H07C-T	08.1989 →	D A 6	6728 cm ³	2V			 118	
	Series SD171, Series SD2H								
	CB-2111GP STD	SET PL STD Ø 64.960 / 68.985 / 33.130 / 1.997 St/B/G CB-2111GP 0.50 0,50, H07C: 07.1986 →							
5		 137							
	EK100	01.1976 → 03.1991	D AN 6	13267 cm ³	2V		£17,9:1	 150	
	EK100-T	10.1984 → 12.1989	D A 6	13267 cm ³	2V			 150	
	EK130-T	06.1986 →	D A 6	13267 cm ³	2V			 150	
	EK200	10.1980 → 12.1989	D 6	13267 cm ³	2V			 150	
	K13	12.1989 →	D AN 6	13267 cm ³	2V			 150	
	K13D	10.1989 →	D AN 6	13267 cm ³	2V			 150	
	K13U	06.1990 →	D AN 6	13267 cm ³	2V			 150	
	K130-T	12.1989 → 1991	D A 6	13267 cm ³	2V			 150	
	Series FH2K, Series HE336, Series SH2K, Series SH275								
	CB-2102GP 0.25	SET PL 0,25 Ø 83.715 / 89.015 / 40.600 / 2.625 St/B/G							



	Page
IHC-CASE (CNH)	240
..... → MERCEDES-BENZ	472
..... → PERKINS	1028
..... → SCANIA	1067
IHI (I.H.I.)	→ ISUZU 251
IKARBUS BELGRAD	→ MAN 280
..... → RABA	1051
INGERSOLL RAND	→ CATERPILLAR 71
..... → CUMMINS	75
..... → DEUTZ	85
..... → FORD	212
..... → JOHN DEERE	256
..... → KUBOTA	270
..... → PERKINS	1028
INGERSOLL-RAND	→ PERKINS 1028
IRMER & ELZE	→ DEUTZ 85
ISUZU	251
IVECO	→ FIAT / IVECO 176
..... → RENAULT	1054



	Cyl.	mm	cm ³	Comp. Ratio ϵ	kW	PS	Pos	
BD 154	D (AN) 4	88,9 x 101,6	2520	2	26	36	7	
D 132	D (AN) 4	82,55 x 101,6	1631	2	19:1	22-30	33-40	1
D 132 S	D (AN) 4	82,55 x 101,6	1631	2	19:1	32	40	2
D 148	D (AN) 4	87,312 x 101,6	2434	2	19:1	27	36	3
D 155	D (AN) 3	98,425 x 111,1	2533	2	16:1	26-33	35-45	8
D 179	D (AN) 3	98,425 x 128,5	2933	2	16:1	36-38	49-52	9
D 206	D (AN) 4	98,425 x 111,1	3382	2	16:1	40-50	54-68	8
D 239	D (AN) 4	98,425 x 128,5	3910	2	16:1	45-67	62-91	9
D 246	D (AN) 4	100 x 128,5	4037	2	16:1	54-60	73-82	17
D 268	D (AN) 4	100 x 139,7	4386	2	15:1	56-60	77-82	18
D 310	D (AN) 6	98,425 x 111,1	5070	2	16:1	62-79	84-107	8
D 358	D (AN) 6	98,425 x 128,5	5870	2	16:1	72-104	98-142	9
D 402	D (A) 6	100 x 139,7	6587	2	15:1	84	114	18
DD 66	D (AN) 2	82,55 x 101,6	1087	2	19:1	10	14	1
DD 74	D (AN) 2	87,312 x 101,6	1217	2	19:1	12-14	17-19	4
DD 99	D (AN) 3	82,55 x 101,6	1275	2	19:1	15-17	20-24	1
DD 111	D (AN) 3	87,312 x 101,6	1825	2	19:1	17-19	24-26	4
DT 239	D (A) 4	98,425 x 128,5	3910	2	16:1	60-62	82-85	10
DT 268	D (A) 6	100 x 139,7	6587	2	15,6:1	107	145	17
DT 358	D (A) 6	98,425 x 128,5	5866	2	16:1	77-100	105-136	10
DT 402	D (A) 6	100 x 139,7	6587	2	15:1	107-120	145-163	19
DU 111	D (AN) 3	87,312 x 101,6	1825	2	19:1	25	35	5
DU 148	D (AN) 4	87,312 x 101,6	2434	2	19:1	28	39	6
F 4 L 912 D	D (AN) 4	100 x 120	3770	2		19-59	20-80	20
F 6 L 912 D	D (AN) 6	100 x 120	5655	2		42-92	57-125	21
OM 942.967 Euro 2/3	D (LA) 8	130 x 150	15928	4	17,25:1	370-380	503-516	22
UD 155	D (AN) 3	98,425 x 111,1	2533	2	16:1	26-33	35-45	11
UD 179	D (AN) 3	98,425 x 128,5	2933	2	16:1	50	68	9
UD 206	D (AN) 4	98,425 x 111,1	3382	2	16:1	58	79	11
UD 310	D (AN) 6	98,425 x 111,1	5070	2	16:1	90	123	8
UD 358	D (AN) 6	98,425 x 128,5	5866	2	16:1	104	141	9
6.354	D (AN) 6	98,48 x 126,8	5794	2	16:1	69-82	94-112	12
6.354 V	D (AN) 6	98,48 x 126,8	5794	2	16:1	87	118	13
6.354.2	D (AN) 6	98,48 x 126,8	5794	2	16:1	85	115	14
4.212	D (AN) 4	98,48 x 114	3475	2	15,5:1	44-47	60-64	15
4.236	D (AN) 4	98,48 x 126,8	3864	2	16:1	48-60	59-80	16



1		82,55								
	D 132	1953 → 1963	D AN 4	1631 cm ³	2V	22-30 kW	33-40 PS	⊗ 19:1		101,6
	DD 66	1956 →	D AN 2	1087 cm ³	2V	10 kW	14 PS	⊗ 19:1		101,6
	DD 99	1956 → 1963	D AN 3	1275 cm ³	2V	15-17 kW	20-24 PS	⊗ 19:1		101,6
	Series 212, Series 214, Series 215, Series 320, Series 322, Series 430, Series 432									
	88 210 110	N - Wet cylinder liner; finished; A=90.4 C=99.3 L=179.5 H=5.79								
	78 180 600	PAIR PL STD Ø 44.450 / 47.638 / 27.270 / 1.576 St/B/G								
	6445	EX; 32 x 8.7 x 147.7 x S - - 45° - 8 - III		81-6418	EX; 14.3/ x 8.7 x 82.6 G1					
	6444	IN; 36 x 8.7 x 147.7 x S - - 45° - 8 - III		81-6417	IN; 14.3/ x 8.7 x 82.6 G1					
2		82,55								
	D 132 S	1959 → 1965	D AN 4	1631 cm ³	2V	32 kW	40 PS	⊗ 19:1		101,6
	Series 436									
	6447	EX; 32 x 8.7 x 152.1 x S - - 45° - 8 - III								
	6446	IN; 36 x 8.7 x 152.1 x S - - 45° - 8 - III								
3		87,312								
	D 148	1959 → 1965	D AN 4	2434 cm ³	2V	27 kW	36 PS	⊗ 19:1		101,6
	Series 436, Series 438, Series 439									
	88 211 110	N - Wet cylinder liner; finished; A=95.25 C=103.3 L=179.4 H=5.8								
	78 180 600	PAIR PL STD Ø 44.450 / 47.638 / 27.270 / 1.576 St/B/G								
	6447	EX; 32 x 8.7 x 152.1 x S - - 45° - 8 - III								
	6446	IN; 36 x 8.7 x 152.1 x S - - 45° - 8 - III								
					81-6418	EX; 14.3/ x 8.7 x 82.6 G1				
					81-6417	IN; 14.3/ x 8.7 x 82.6 G1				
4		87,312								
	DD 74	1956 →	D AN 2	1217 cm ³	2V	12-14 kW	17-19 PS	⊗ 19:1		101,6
	DD 111	1956 →	D AN 3	1825 cm ³	2V	17-19 kW	24-26 PS	⊗ 19:1		101,6
	Series 217, Series 219, Series 323, Series 324, Series 326									
	88 221 110	N - Wet cylinder liner; finished; A=95.25 C=104 L=179.4 H=5.77								
	78 180 600	PAIR PL STD Ø 44.450 / 47.638 / 27.270 / 1.576 St/B/G								
	6445	EX; 32 x 8.7 x 147.7 x S - - 45° - 8 - III								
	6444	IN; 36 x 8.7 x 147.7 x S - - 45° - 8 - III								
					81-6418	EX; 14.3/ x 8.7 x 82.6 G1				
					81-6417	IN; 14.3/ x 8.7 x 82.6 G1				
5		87,312								
	DU 111	1956 →	D AN 3	1825 cm ³	2V	25 kW	35 PS	⊗ 19:1		101,6
	Series D 8-62									
	88 221 110	N - Wet cylinder liner; finished; A=95.25 C=104 L=179.4 H=5.77								
	78 180 600	PAIR PL STD Ø 44.450 / 47.638 / 27.270 / 1.576 St/B/G								
6		87,312								
	DU 148	1956 →	D AN 4	2434 cm ³	2V	28 kW	39 PS	⊗ 19:1		101,6
	Series 862									
	88 211 110	N - Wet cylinder liner; finished; A=95.25 C=103.3 L=179.4 H=5.8								
	78 180 600	PAIR PL STD Ø 44.450 / 47.638 / 27.270 / 1.576 St/B/G								
	6447	EX; 32 x 8.7 x 152.1 x S - - 45° - 8 - III								
	6446	IN; 36 x 8.7 x 152.1 x S - - 45° - 8 - III								



7

 **88,9**



BD 154

1963 →

D AN 4

2520 cm³

2V

26 kW

36 PS

 101,6

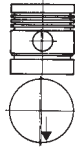


Series 238, Series 2424, Series 2444, Series 3434, Series 364, Series 384, Series 414, Series 424, Series 434, Series 444, Series 500, Series 7000, Series 85



91 415 600

Cyl. Ø: 88.9; KH: 50.9; GL: 99; piston pin: 28x77; number of piston rings: 5



URK

R 2,385 CR

R 2,385

R 2,385

S 4,747

S 4,747



91 415 960

Piston: 91415600; Cylinder liner: 88492110



88 492 110

N - Wet cylinder liner; finished; A=93.69 C=101.5 L=185.7 H=5.81

8

 **98,425**



D 155

1966 →

D AN 3

2533 cm³

2V

26-33 kW

35-45 PS

£ 16:1

 111,1

D 206

1965 →

D AN 4

3382 cm³

2V

40-50 kW

54-68 PS

£ 16:1

 111,1

D 310

1965 →

D AN 6

5070 cm³

2V

62-79 kW

84-107 PS

£ 16:1

 111,1

UD 310

1965 →

D AN 6

5070 cm³

2V

90 kW

123 PS

£ 16:1

 111,1

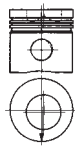


Series BTD 5, Series E 733, Series H 50 B, Series V 433, Series V 533, Series 100, Series 165, Series 221, Series 258, Series 2706, Series 2756, Series 321, Series 3230, Series 353, Series 3820, Series 383, Series 423, Series 431, Series 433, Series 440, Series 453, Series 474, Series 500, Series 503, Series 531, Series 533, Series 540, Series 554, Series 584, Series 616, Series 622, Series 624, Series 633, Series 644, Series 645, Series 654, Series 686, Series 706, Series 711, Series 715, Series 733, Series 740, Series 756, Series 782, Series 786, Series 86, Series 871, Series 884, Series 891, Series 9000, Series 946, Series 95, Series 955



90 769 600

Cyl. Ø: 98.425; KH: 67; MT: -19.9; MØ: 55; GL: 107; piston pin: 36x82; number of piston rings: 3



RTK

T15 3,16 CR G6

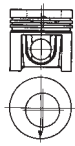
M 2,385 CR

DSF 4,75 CR

→ 80 00117 1 0 ...

92 951 600

Cyl. Ø: 98.425; KH: 67; MT: -19.9; MØ: 55; GL: 102; piston pin: 36x82; number of piston rings: 3



R 3,16 CR

M 2,39

DSF 4,75

→ 80 00118 1 0 ...



80 00117 1 0 000

Cyl. Ø: 98.425; Set: 1; [T15 G6 CR 3.16] [M IW CR 2.385] [DSF CR 4.75]

80 00118 1 0 000

Cyl. Ø: 98.43; Set: 1; [R IW CR 3.16] [M IW 2.39] [DSF 4.75]



90 769 960

Piston: 90769600; Cylinder liner: 88892150

92 951 960

Piston: 92951600; Cylinder liner: 88892150



88 892 150

N - Wet cylinder liner; finished; A=110.75 C=119 L=201.1 H+F=7.72+1.1



648208

EX; 40.9 x 10 x 146 x A/S - - 45° - 1 - III



81-6420

IN/EX; 16/ x 10 x 79 G1

648207

IN; 42.9 x 10 x 146 x S - - 45° - 1 - III



9



98,425

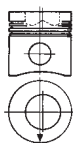
	D 179	1965 →	D AN 3	2933 cm ³	2V	36-38 kW	49-52 PS	⊗ 16:1	128,5
	D 239	1965 →	D AN 4	3910 cm ³	2V	45-67 kW	62-91 PS	⊗ 16:1	128,5
	D 358	01.1964 →	D AN 6	5870 cm ³	2V	72-104 kW	98-142 PS	⊗ 16:1	128,5
	UD 179	1965 →	D AN 3	2933 cm ³	2V	50 kW	68 PS	⊗ 16:1	128,5
	UD 358	1965 →	D AN 6	5866 cm ³	2V	104 kW	141 PS	⊗ 16:1	128,5

Series E 633, Series E 833, Series H 30 B, Series H 60, Series TD 7 E, Series TD 8 A, Series TD 8 B/C, Series V 633, Series 1046, Series 1055, Series 1056, Series 125, Series 1420, Series 1594, Series 240, Series 2400, Series 2454, Series 2500, Series 2544, Series 2574, Series 2826, Series 321, Series 3210, Series 3220, Series 3228, Series 3288, Series 3400, Series 3414, Series 3500, Series 3514, Series 3654, Series 3800, Series 3964, Series 3965, Series 3966, Series 3980, Series 3984, Series 421, Series 4210, Series 431, Series 4500, Series 452, Series 454, Series 464, Series 484, Series 515, Series 520, Series 523, Series 531, Series 541, Series 544, Series 553, Series 574, Series 609, Series 630, Series 633, Series 640, Series 664, Series 674, Series 684, Series 724, Series 743, Series 744, Series 745, Series 8111, Series 824, Series 826, Series 833, Series 840, Series 844, Series 861, Series 871, Series 886, Series 923, Series 940, Series 943, Series 955, Series 956



90 730 600

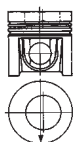
Cyl. Ø: 98.425; KH: 67; MT: -24; MØ: 56; GL: 107; piston pin: 36x82; number of piston rings: 3



RTK
T15 3,16 CR G6
M 2,385 CR
DSF 4,75 CR
→ **80 00117 1 0 ...**

92 952 600

Cyl. Ø: 98.425; KH: 67; MT: -24; MØ: 56; GL: 102; piston pin: 36x82; number of piston rings: 3



R 3,16 CR
M 2,39
DSF 4,75
→ **80 00118 1 0 ...**



80 00117 1 0 000

Cyl. Ø: 98.425; Set: 1; [T15 G6 CR 3.16] [M IW CR 2.385] [DSF CR 4.75]

80 00118 1 0 000

Cyl. Ø: 98.43; Set: 1; [R IW CR 3.16] [M IW 2.39] [DSF 4.75]



90 730 960

Piston: 90730600; Cylinder liner: 88891150

92 952 960

Piston: 92952600; Cylinder liner: 88891150



88 891 150

N - Wet cylinder liner; finished; A=110.75 C=119 L=216.1 H+F=7.7+1.1



648208

EX; 40.9 x 10 x 146 x A/S - - 45° - 1 - III



81-6420

IN/EX; 16/ x 10 x 79 G1

648207

IN; 42.9 x 10 x 146 x S - - 45° - 1 - III

10



98,425

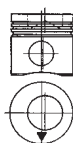
	DT 239	09.1973 →	D A 4	3910 cm ³	2V	60-62 kW	82-85 PS	⊗ 16:1	128,5
	DT 358	01.1968 →	D A 6	5866 cm ³	2V	77-100 kW	105-136 PS	⊗ 16:1	128,5

Series H 65 B/C, Series TD 8 E, Series 1056, Series 1246, Series 1255, Series 1694, Series 640, Series 650, Series 856, Series 953



92 982 600

Cyl. Ø: 98.425; KH: 66.9; MT: -23.9; MØ: 56; GL: 106.9; piston pin: 38x82; number of piston rings: 3



RTK
T15 3,16 CR G6
M 2,385 CR
DSF 4,75 CR
→ **80 00117 1 0 ...**



80 00117 1 0 000

Cyl. Ø: 98.425; Set: 1; [T15 G6 CR 3.16] [M IW CR 2.385] [DSF CR 4.75]



92 982 960

Piston: 92982600; Cylinder liner: 88891150



88 891 150

N - Wet cylinder liner; finished; A=110.75 C=119 L=216.1 H+F=7.7+1.1



648208

EX; 40.9 x 10 x 146 x A/S - - 45° - 1 - III



81-6420

IN/EX; 16/ x 10 x 79 G1

648207

IN; 42.9 x 10 x 146 x S - - 45° - 1 - III



11

98,425



UD 155

1966 → 06.1990

D AN 3

2533 cm³

2V 26-33 kW

35-45 PS

£ 16:1

111,1

UD 206

1965 →

D AN 4

3382 cm³

2V 58 kW

79 PS

£ 16:1

111,1

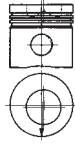


Series 221, Series 353, Series 383, Series 423, Series 433, Series 453, Series 554, Series 584, Series 624, Series 633, Series 644, Series 654, Series 733, Series 841, Series 851



90 769 600

Cyl. Ø: 98.425; KH: 67; MT: -19.9; MØ: 55; GL: 107; piston pin: 36x82; number of piston rings: 3



RTK

T15 3,16 CR G6

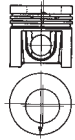
M 2,385 CR

DSF 4,75 CR

→ **80 00117 1 0 ...**

92 951 600

Cyl. Ø: 98.425; KH: 67; MT: -19.9; MØ: 55; GL: 102; piston pin: 36x82; number of piston rings: 3



R 3,16 CR

M 2,39

DSF 4,75

→ **80 00118 1 0 ...**



80 00117 1 0 000

Cyl. Ø: 98.425; Set: 1; [T15 G6 CR 3.16] [M IW CR 2.385] [DSF CR 4.75]

80 00118 1 0 000

Cyl. Ø: 98.43; Set: 1; [R IW CR 3.16] [M IW 2.39] [DSF 4.75]



90 769 960

Piston: 90769600; Cylinder liner: 88892150

92 951 960

Piston: 92951600; Cylinder liner: 88892150



88 892 150

N - Wet cylinder liner; finished; A=110.75 C=119 L=201.1 H+F=7.72+1.1

12

98,48



6.354

01.1969 →

D AN 6

5794 cm³

2V 69-82 kW

94-112 PS

£ 16:1

126,8

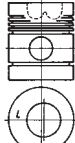


Series H 65 B/C, Series 1700, Series 1820



92 774 600

Cyl. Ø: 98.48; KH: 69.91; MT: -25.61; MØ: 54.1; GL: 120.71; piston pin: 34.925x84.1; number of piston rings: 5



GeC, URK

R 2,385 CR G3

M 2,39

M 2,39

S 6,34

S 6,34

→ **80 00161 1 0 ...**



80 00161 1 0 000

Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M 2.39] [M 2.39] [S 6.34] [S 6.34]



92 774 961

Piston: 92774600; Cylinder liner: 88354190

92 774 962

Piston: 92774600; Cylinder liner: 88355190

92 774 963

Piston: 92774600; Cylinder liner: 88356110



88 356 110

T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1

88 354 190

T - Dry cylinder liner; semi; A=103.2 L=228.8

88 355 190

T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1



77 859 690

SET PL-B SEMI Ø 34.925 / 38.895 / 34.000 / St/B



105-03366

EX; 36.5 x 9.5 x 123.2 x A -- 45° - 1 - III

105-35473

EX; 36.6 x 9.5 x 123.3 x A -- 45° - 1 - III M +1

105-03365

IN; 44.2 x 9.5 x 122.8 x S -- 45° - 1 - III

105-35472

IN; 44.2 x 9.5 x 122.8 x S -- 45° - 1 - III M +1



81-85004

EX; 15.9/ x 9.53 x 61.1 G2

81-85003

IN; 15.9/ x 9.515 x 57.94 G2



50 005 231

13

98,48



6.354 V

01.1972 → 12.1975

D AN 6

5794 cm³

2V 87 kW

118 PS

£ 16:1

126,8

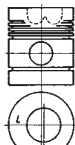


Series 1600, Series 1800



92 774 600

Cyl. Ø: 98.48; KH: 69.91; MT: -25.61; MØ: 54.1; GL: 120.71; piston pin: 34.925x84.1; number of piston rings: 5



GeC, URK

R 2,385 CR G3

M 2,39

M 2,39

S 6,34

S 6,34

→ **80 00161 1 0 ...**



80 00161 1 0 000

Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M 2.39] [M 2.39] [S 6.34] [S 6.34]

cont...



	92 774 961	Piston: 92774600; Cylinder liner: 88354190
	92 774 962	Piston: 92774600; Cylinder liner: 88355190
	92 774 963	Piston: 92774600; Cylinder liner: 88356110
	88 356 110	T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1
	88 354 190	T - Dry cylinder liner; semi; A=103.2 L=228.8
	88 355 190	T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1
	77 859 690	SET PL-B SEMI Ø 34.925 / 38.895 / 34.000 / St/B

14 **98,48**

	6.354.2	01.1970 → 12.1972	D	AN 6	5794 cm ³	2V	85 kW	115 PS	ε 16:1	126,8
	Series 1600, Series 1800									

	88 356 110	T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1
	88 354 190	T - Dry cylinder liner; semi; A=103.2 L=228.8
	88 355 190	T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1
	77 859 690	SET PL-B SEMI Ø 34.925 / 38.895 / 34.000 / St/B

	105-03366	EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III		81-85004	EX; 15.9/ x 9.53 x 61.1 G2
	105-34025	EX; 36.6 x 9.5 x 123.2 x A - - 45° - 1 - III S +.07		81-85003	IN; 15.9/ x 9.515 x 57.94 G2
	105-35473	EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M + 1			
	105-03365	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III			
	105-35472	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M + 1			
	105-34026	IN; 44.2 x 9.9 x 122.8 x S - - 45° - 1 - III			

15 **98,48**

	4.212	01.1975 →	D	AN 4	3475 cm ³	2V	44-47 kW	60-64 PS	ε 15,5:1	114
	Series 475									

	92 085 600	Cyl. Ø: 98.48; KH: 76.5; MT: -19.1; MØ: 59.7; GL: 127.3; piston pin: 34.925x84.2; number of piston rings: 4
		R 2,385 CR G3
		R 2,385 CR G3
		M 2,39
		M 2,39
		DSF 6,34 CR
		→ 80 00160 1 0 ...

	80 00160 1 0 000	Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M 2.39] [M 2.39] [DSF CR 6.34]
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	92 085 960	Piston: 92085600; Cylinder liner: 88356110
	92 085 961	Piston: 92085600; Cylinder liner: 88355190
	88 356 110	T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1
	88 354 190	T - Dry cylinder liner; semi; A=103.2 L=228.8
	88 355 190	T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1

	105-03366	EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III		81-85004	EX; 15.9/ x 9.53 x 61.1 G2
	105-34025	EX; 36.6 x 9.5 x 123.2 x A - - 45° - 1 - III S +.07		81-85003	IN; 15.9/ x 9.515 x 57.94 G2
	105-35473	EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M + 1			
	105-03365	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III			
	105-35472	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M + 1			
	105-34026	IN; 44.2 x 9.9 x 122.8 x S - - 45° - 1 - III			

	50 005 235	
	50 005 840	

16 **98,48**

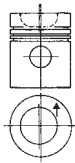
	4.236	01.1972 →	D	AN 4	3864 cm ³	2V	48-60 kW	59-80 PS	ε 16:1	126,8
	Series 1210, Series 1310, Series 660									

	91 118 600	Cyl. Ø: 98.48; KH: 70.1; MT: -20.5; MØ: 61; GL: 120.9; piston pin: 34.925x84.2; number of piston rings: 5
		GeC, URK
		SM 2,39 CR G3
		M 2,39
		M 2,39
		DSF 6,34 CR
		S 6,34
		→ 80 00162 1 0 ..., 80 00162 1 1 ...
		exchangeable in sets against 93 592 600

cont...

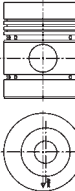


93 592 600



Cyl. Ø: 98.48; KH: 70.25; MT: -20.35; MØ: 61; GL: 121.05; piston pin: 34.925x84.1; number of piston rings: 3
GeC, RK, RTK
R 2,385 CR G3
M 2,385 CR
DSF 4,747
→ **80 00337 1 0 ...**
1965→

99 629 600



Cyl. Ø: 98.48; KH: 70.35; MT: -20.2; MØ: 61; GL: 120.7; piston pin: 34.925x84; number of piston rings: 5
URK
R 2,385 CR G6
R 2,385
NM 2,385
DSF 6,335 CR
D 6,335



80 00162 1 0 000

Cyl. Ø: 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [DSF CR 6.34] [S 6.34]

80 00162 1 1 000

Cyl. Ø: 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [S 6.34] [S 6.34]

80 00337 1 0 000

Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M CR 2.385] [DSF 4.747], 1965→



91 118 961

Piston: 91118600; Cylinder liner: 88354190

91 118 962

Piston: 91118600; Cylinder liner: 88355190

91 118 963

Piston: 91118600; Cylinder liner: 88356110

91 118 964

Piston: 91118600; Cylinder liner: 89514190

93 592 961

Piston: 93592600; Cylinder liner: 88354190, 1965→

93 592 962

Piston: 93592600; Cylinder liner: 88355190, 1965→

93 592 963

Piston: 93592600; Cylinder liner: 88356110, 1965→

93 592 964

Piston: 93592600; Cylinder liner: 89514190, 1965→

99 629 960

Piston: 99629600; Cylinder liner: 88354190

99 629 961

Piston: 99629600; Cylinder liner: 88355190

99 629 962

Piston: 99629600; Cylinder liner: 88356110



88 356 110

T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1

88 354 190

T - Dry cylinder liner; semi; A=103.2 L=228.8

88 355 190

T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1

89 514 190

T - Dry cylinder liner; semi; A=104.28 C=107.442 L=226.44 H=3.861



77 669 690

SET PL-B SEMI Ø 34.925 / 38.895 / 34.000 / St/B



105-03366

EX; 36.5 x 9.5 x 123.2 x A -- 45° - 1 - III

105-34025

EX; 36.6 x 9.5 x 123.2 x A -- 45° - 1 - III S +.07

105-35473

EX; 36.6 x 9.5 x 123.3 x A -- 45° - 1 - III M +1

105-03365

IN; 44.2 x 9.5 x 122.8 x S -- 45° - 1 - III

105-35472

IN; 44.2 x 9.5 x 122.8 x S -- 45° - 1 - III M +1

105-35608

IN; 44.2 x 9.5 x 122.8 x S - Cr - 30° - 1 - III

105-34026

IN; 44.2 x 9.9 x 122.8 x S -- 45° - 1 - III



81-85004

EX; 15.9/ x 9.53 x 61.1 G2

81-85003

IN; 15.9/ x 9.515 x 57.94 G2



50 005 245

with pulley, with pulley

50 005 246

50 005 252

17



100



D 246

04.1971→

D AN 4

4037 cm³

2V

54-60 kW

73-82 PS

£ 16:1

128,5

DT 268

D A 6

6587 cm³

2V

107 kW

145 PS

£ 15,6:1

139,7



Series 1455, Series 784, Series 824, Series 834, Series 84, Series 844



89 018 150

N - Wet cylinder liner; finished; A=110.75 C=119 L=216.1 H+F=7.72+1.1

18



100



D 268

1974→

D AN 4

4386 cm³

2V

56-60 kW

77-82 PS

£ 15:1

139,7

D 402

1973→

D A 6

6587 cm³

2V

84 kW

114 PS

£ 15:1

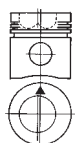
139,7



Series TD 8 B/C, Series 1394, Series 1494, Series 270, Series 4230, Series 4240, Series 510, Series 844, Series 845



93 253 600



Cyl. Ø: 100; KH: 67; MT: -24; MØ: 59.5; GL: 107; piston pin: 36x82; number of piston rings: 3
RTK
T15 3,16 CR G6
M 2,385 CR
DSF 4,747 CR

cont...



93 253 960 Piston: 93253600; Cylinder liner: 89018150



89 018 150 N - Wet cylinder liner; finished; A=110.75 C=119 L=216.1 H+F=7.72+1.1

19

100



DT 402

1978 →

D A 6

6587 cm³

2V

107-120 kW

145-163 PS

ε 15:1

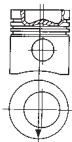
139,7



Series 1455, Series 3994, Series 530, Series 650, Series 953



93 445 700 Cyl. Ø: 100; KH: 66.9; MT: -24; MØ: 59.5; GL: 106.9; piston pin: 38x82; number of piston rings: 3



RTK

T15 3,16 CR G6

T15 3,16 CR G6

DSF 4,747 CR

→ **80 00367 1 0 ...**



80 00367 1 0 000 Cyl. Ø: 100; Set: 1; [T15 G6 CR 3.16] [T15 G6 CR 3.16] [DSF CR 4.747]



93 445 970 Piston: 93445700; Cylinder liner: 89018150



89 018 150 N - Wet cylinder liner; finished; A=110.75 C=119 L=216.1 H+F=7.72+1.1

20

100



F 4 L 912 D

01.1973 → 12.1986

D AN 4

3770 cm³

2V

19-59 kW

20-80 PS

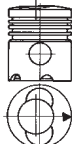
120



Series 3944, Series 3945



91 395 700 Cyl. Ø: 100; KH: 71.9; BÜ: 5.7; MT: -21.4; MØ: 55; GL: 123.6; piston pin: 35x80; number of piston rings: 4



91 395 710 100,50 / **91 395 720** 101,00

T15 3 CR G3

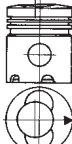
M 2,5

M 2,5

DSF 5 CR

92 815 600

Cyl. Ø: 100; KH: 71.9; BÜ: 5.7; MT: -21.4; MØ: 55; GL: 123.6; piston pin: 35x80; number of piston rings: 3



92 815 610 100,50

T15 2,94 CR G6

M 2,55

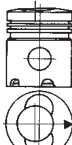
DSF 5 CR

→ **80 00126 1 2 ...**

3-ring piston, with oil control ring 5 mm

93 535 600

Cyl. Ø: 100; KH: 71.8; BÜ: 5.7; MT: -21.4; MØ: 55; GL: 123.6; piston pin: 35x80; number of piston rings: 3



93 535 610 100,50

T15 2,94 CR G6

M 2,03

DSF 3,5 CR

→ **80 00124 1 0 ...**

3-ring piston, with oil control ring 3,5 mm



80 00124 1 0 000 Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M IFU 2.03] [DSF CR 3.5]

80 00124 1 0 050 100,50

80 00125 1 2 000 Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M 2.5] [M 2.5] [DSF CR 5]

80 00125 1 2 050 100,50 / **80 00125 1 2 100** 101,00, Oilring high pressure

80 00126 1 1 050 Cyl. Ø: 100.5; Set: 1; [T15 G3 CR 3] [M IFU 2.55] [DSF CR 5]

80 00126 1 2 000 Cyl. Ø: 100; Set: 1; [T15 G3 CR 3] [M IFU 2.55] [DSF CR 5], Oilring high pressure

80 00346 1 0 000 Cyl. Ø: 100; Set: 1; [T15 G6 IF CR 2.94] [M G3 IFU 2] [DSF CR 3]



91 395 962 Piston: 91395700; Cylinder liner: 89495110, new version

91 395 971 Piston: 91395700; Cylinder liner: 89005210

92 815 960 Piston: 92815600; Cylinder liner: 89005110

92 815 961 Piston: 92815600; Cylinder liner: 89495110

93 535 960 Piston: 93535600; Cylinder liner: 89005110

93 535 961 Piston: 93535600; Cylinder liner: 89495110, new version

93 535 962 Piston: 93535600; Cylinder liner: 89005210



89 005 110 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3, →09.1996

89 005 210 R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3


















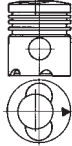
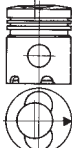


73 419 600 NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B

78 042 600 PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G

78 042 610 0,25 / **78 042 620** 0,50 / **78 042 630** 0,75 / **78 042 640** 1,00 / **78 042 650** 1,25 / **78 042 660** 1,50






cont...



78 186 600	PAIR PL STD \varnothing 59.960 / 64.000 / 25.000 / 2.000 St/B/G 78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00	
78 228 600	PAIR AS STD \varnothing 79.300 / 94.614 // 2.985 St/A; AS STD \varnothing 79.300 / 101.614 // 2.985 St/A 78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.	
78 628 600	PAIR AS STD \varnothing 79.300 / 94.614 // 2.985 St/A; AS STD \varnothing 79.300 / 101.614 // 2.985 St/A 78 628 610 0,25 / 78 628 620 0,50	
77 852 600	SET KH-B STD \varnothing 17.990 / 21.000 / 13.800 / 1.501 St/B	
87 337 600	SET PL-B STD \varnothing 35.000 / 38.000 / 33.800 / 1.487 St/B	
87 776 600	SET PL STD \varnothing 59.960 / 64.000 / 25.000 / 2.000 St/B/G 87 776 610 0,25 / 87 776 620 0,50 / 87 776 630 0,75 / 87 776 640 1,00	
87 878 600	SET HL STD \varnothing 69.990 / 74.500 / 27.000 / 2.229 St/B/G 87 878 610 0,25 / 87 878 620 0,50 / 87 878 630 0,75 / 87 878 640 1,00 / 87 878 650 1,25 / 87 878 660 1,50	
 50 009 127	Length: 216; counterbore: 64; piston pin: 35; conrod parallel	
 50 009 251 50 009 253	With gear for balancing unit	
 50 003 079 50 003 091	- V - G - S - - SB - - - ; partially assembled, Reinforced version, Fit in dia. 120 mm - V - G - S - - SB - - - ; partially assembled, Reinforced version, Fit in dia. 120 mm, for heat detector	
 2293 2282 22306	EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III IN; 43 x 8 x 133 x S - - 45° - 1 - III IN; 45 x 8 x 133 x S - - 45° - 22 - III	 KK-8H MK-8H
 92-22003 92-22004 92-22001	EX; 40.16 x 31 x 9.75; G1; 45° EX; 40.26 x 31 x 9.75; G1; 45° IN; 45.66 x 36 x 10; G1; 45°	 81-2246 IN/EX; 15/ x 8 x 57.5 G2 - CC 81-2247 IN/EX; 15.25/ x 8 x 57.5 G2 - CC 81-2248 IN/EX; 15.5/ x 8 x 57.5 G2 - CC
 50 006 367	CAM	
 50 005 366		
 7.02242.00.0	Fuel pump; mechanical	
21	 100	
 F 6 L 912 D	07.1973 → 12.1986 D AN 6 5655 cm ³ 2V 42-92 kW 57-125 PS  120	
 Series 3960, Series 3961		
 91 395 700	Cyl. \varnothing : 100; KH: 71.9; BÜ: 5.7; MT: -21.4; M \varnothing : 55; GL: 123.6; piston pin: 35x80; number of piston rings: 4 91 395 710 100,50 / 91 395 720 101,00 T15 3 CR G3 M 2,5 M 2,5 DSF 5 CR	
 92 815 600	Cyl. \varnothing : 100; KH: 71.9; BÜ: 5.7; MT: -21.4; M \varnothing : 55; GL: 123.6; piston pin: 35x80; number of piston rings: 3 92 815 610 100,50 T15 2,94 CR G6 M 2,55 DSF 5 CR → 80 00126 1 2 ... 3-ring piston, with oil control ring 5 mm	
 93 535 600	Cyl. \varnothing : 100; KH: 71.8; BÜ: 5.7; MT: -21.4; M \varnothing : 55; GL: 123.6; piston pin: 35x80; number of piston rings: 3 93 535 610 100,50 T15 2,94 CR G6 M 2,03 DSF 3,5 CR → 80 00124 1 0 ... 3-ring piston, with oil control ring 3,5 mm	
 80 00124 1 0 000	Cyl. \varnothing : 100; Set: 1; [T15 G6 IF CR 2.94] [M IFU 2.03] [DSF CR 3.5] 80 00124 1 0 050 100,50	
80 00125 1 2 000	Cyl. \varnothing : 100; Set: 1; [T15 G3 CR 3] [M 2.5] [M 2.5] [DSF CR 5] 80 00125 1 2 050 100,50 / 80 00125 1 2 100 101,00, Oilring high pressure	
80 00126 1 1 050	Cyl. \varnothing : 100.5; Set: 1; [T15 G3 CR 3] [M IFU 2.55] [DSF CR 5]	
80 00126 1 2 000	Cyl. \varnothing : 100; Set: 1; [T15 G3 CR 3] [M IFU 2.55] [DSF CR 5], Oilring high pressure	
80 00346 1 0 000	Cyl. \varnothing : 100; Set: 1; [T15 G6 IF CR 2.94] [M G3 IFU 2] [DSF CR 3]	
 91 395 962	Piston: 91395700; Cylinder liner: 89495110, new version	
91 395 971	Piston: 91395700; Cylinder liner: 89005210	
92 815 960	Piston: 92815600; Cylinder liner: 89005110	

cont..









92 815 961	Piston: 92815600; Cylinder liner: 89495110
93 535 960	Piston: 93535600; Cylinder liner: 89005110
93 535 961	Piston: 93535600; Cylinder liner: 89495110, new version
93 535 962	Piston: 93535600; Cylinder liner: 89005210
 89 005 110	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3, →09.1996
89 005 210	R - Air-cooled cylinder; finished; A=110 C=120 L=222.3 H=137.3
 73 419 600	NW-L STD Ø 47.950 / 52.000 / 30.500 / 2.010 St/B
78 042 600	PAIR HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 78 042 610 0,25 / 78 042 620 0,50 / 78 042 630 0,75 / 78 042 640 1,00 / 78 042 650 1,25 / 78 042 660 1,50
78 186 600	PAIR PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 78 186 610 0,25 / 78 186 620 0,50 / 78 186 630 0,75 / 78 186 640 1,00 / 78 186 650 1,25
78 228 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 228 610 0,25 / 78 228 620 0,50, With dowel arrest.
78 628 600	PAIR AS STD Ø 79.300 / 94.614 // 2.985 St/A; AS STD Ø 79.300 / 101.614 // 2.985 St/A 78 628 610 0,25 / 78 628 620 0,50
77 854 600	SET KH-B STD Ø 17.990 / 21.000 / 13.800 / 1.501 St/B
87 335 600	SET PL-B STD Ø 35.000 / 38.000 / 33.800 / 1.487 St/B
87 775 600	SET PL STD Ø 59.960 / 64.000 / 25.000 / 2.000 St/B/G 87 775 610 0,25 / 87 775 620 0,50 / 87 775 630 0,75 / 87 775 640 1,00 / 87 775 650 1,25
87 877 600	SET HL STD Ø 69.990 / 74.500 / 27.000 / 2.229 St/B/G 87 877 610 0,25 / 87 877 620 0,50 / 87 877 630 0,75 / 87 877 640 1,00 / 87 877 650 1,25 / 87 877 660 1,50
 50 009 127	Length: 216; counterbore: 64; piston pin: 35; conrod parallel
 50 009 252	
50 003 079	- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm
50 003 091	- V - G - S - - SB - - -; partially assembled, Reinforced version, Fit in dia. 120 mm, for heat detector
2293	EX; 36.9 x 8 x 133 x A/S - Cr - 45° - 1 - III
2282	IN; 43 x 8 x 133 x S - - 45° - 1 - III
22306	IN; 45 x 8 x 133 x S - - 45° - 22 - III
 92-22003	EX; 40.16 x 31 x 9.75; G1; 45°
92-22004	EX; 40.26 x 31 x 9.75; G1; 45°
92-22001	IN; 45.66 x 36 x 10; G1; 45°
50 005 367	

 KK-8H	
 MK-8H	
 81-2246	IN/EX; 15/ x 8 x 57.5 G2 - CC
81-2247	IN/EX; 15.25/ x 8 x 57.5 G2 - CC
81-2248	IN/EX; 15.5/ x 8 x 57.5 G2 - CC

22  **130**








 **OM 942.967 Euro 2/3** 1996 → D LA 8 15928 cm³ 4V 370-380 kW 503-516 PS £17,25:1  150

 **Series 600**




 40 448 600	Cyl. Ø: 130; KH: 78.55; MT: -16.5; MØ: 92.8; GL: 123.55; piston pin: 52x103; number of piston rings: 3 RTK, KKK, TPL, KBB T6 3 NT ST M 3 CR G3 DSF 4 NT ST → 80 00328 1 2 ...
 40 463 600	Cyl. Ø: 130; KH: 78.25; MT: -16.5; MØ: 92.8; GL: 123.25; piston pin: 52x103; number of piston rings: 3 RTK, KKK, TPL, KBB T6 3 NT ST M 3 CR G3 DSF 4 NT ST → 80 00328 1 2 ...
 80 00328 1 2 000	Cyl. Ø: 130; Set: 1; [T6 ST IF NT 3] [M G3 IWU CR 3] [DSF ST NT 4], Partnumber is valid until engine 436074
 40 448 961	Piston: 40448600; Cylinder liner: 89530110
 40 448 962	Piston: 40448600; Cylinder liner: 89594110
40 463 961	Piston: 40463600; Cylinder liner: 89530110
40 463 962	Piston: 40463600; Cylinder liner: 89594110
 89 530 110	N - Wet cylinder liner; finished; A=150 C=164.1 L=258 H+F=10.12+1.1, For crankcases with cooling bores. With cooling groove below the cylinder flange.
89 594 110	N - Wet cylinder liner; finished; A=150 C=164.1 L=258 H+F=10.12+1.1, For crankcases without cooling bores. With cooling groove 20 mm below the cylinder flange.

cont...



	72 858 690	PL-B SEMI Ø 52.000 / 57.000 / 38.700 / B		
	79 230 600	PAIR AS STD Ø 117.300 / 138.700 // 5.425 A 79 230 610 0,50		
	79 231 600	PAIR HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/S; HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/G1 79 231 610 0,25 / 79 231 620 0,50, The lower shell is marked with 'SPUTTER'.		
	79 232 600	PAIR PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/S; PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/G1 79 232 610 0,25 / 79 232 620 0,50, The upper shell is marked with 'SPUTTER'.		
	77 549 600	SET HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/S; HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/G1 77 549 610 0,25 / 77 549 620 0,50, The lower shell is marked with 'SPUTTER'.		
	77 550 600	SET PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/S; PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/G1 77 550 610 0,25 / 77 550 620 0,50, The upper shell is marked with 'SPUTTER'.		
	77 592 690	SET NW-L SEMI Ø 91.928 / 97.000 / 48.000 / B; NW-L SEMI Ø 91.928 / 97.000 / 23.000 / B		
	261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat		LK-2615
	50 009 042	EX; 17 x 8 x 87 x A - - 45° - 9 - Exhaust brake valve - flat		81-16103 IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore
	160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III		81-16104 IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore
	16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III		92-16158 EX; 43.1 x 34 x 8; G1; 45°
	160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III		50 004 895 EX; 43.1 x 34 x 8; ST; 45°
	16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5		92-16157 IN; 47.38 x 40 x 7.7; G1; 30°
				50 004 894 IN; 47.39 x 37 x 7.8; ST; 30°
	50 005 619			50 005 838



			Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos
C220	D (AN)	4	83 x 102	2207	2					2
C221	D (AN)	4	83 x 102	2207	2	23:1				3
C330	D (AN)	4	98 x 110	3318	2					10
DA120	D (AN)	6	100 x 130	6126	2	22:1				12
DG150F	D (AN)	6	100 x 120	5654	2					12
DL201	D (AN)	4	83 x 92	1991	2					2
D201	D (AN)	4	88 x 92	2238	2					7
D500	D (AN)	6	98 x 100	4526	2					11
D500-T	D (A)	6	98 x 100	4526	2					11
GD150	D (AN)	6	100 x 120	5654	2					12
4BA1	D (AN)	4	98 x 92	2775	2	19:1	55	75		9
4BD2	D (AN)	4	102 x 118	3856	2					13
4BE1-T	D (A)	4	105 x 105	3636	2					14
4FE1	D (AN)	4	76,3 x 82	1499	2					1
4FE1-T	D (A)	4	76,3 x 82	1499	2					1
4FG1	D (AN)	4	89,3 x 95	2380	2					8
4JC1	D (AN)	4	88 x 92	2238	2					6
4JD1	D (AN)	4	84 x 92	2039	2					4
4JE1	D (AN)	4	84 x 84	1862	2					5
6BF1	D (AN)	6	105 x 118	6130	2					15
6BF1-T	D (A)	6	105 x 118	6130	2					15



TRW
EngineComponents

PIERBURG



ISUZU

1		76,3							
	4FE1	05.1985 →	D AN 4	1499 cm ³	2V			82	
	4FE1-T	05.1985 →	D A 4	1499 cm ³	2V			82	
	TW-1616A STD	PAIR AS STD Ø 64.000 / 80.200 // 2.360 St/A							
	CB-1616GP STD	SET PL STD Ø 48.940 / 51.985 / 21.630 / 1.505 St/B/G CB-1616GP 0.25 0,25 / CB-1616GP 0.50 0,50							
	MS-1616GP STD	SET HL STD Ø 55.932 / 59.980 / 21.860 / 2.008 St/B/G MS-1616GP 0.25 0,25 / MS-1616GP 0.50 0,50 , HL 3 lower plain.							
	PB-1166J STD	SET PL-B STD Ø 25.000 / 28.000 / 26.750 / 1.530 St/B							
2		83							
	C220	1964 → 1968	D AN 4	2207 cm ³	2V			102	
	DL201	1964 → 1968	D AN 4	1991 cm ³	2V			92	
	TW-1622GP STD	PAIR AS STD Ø 73.050 / 86.950 // 2.480 St/B/G TW-1622GP 0.25 0,25							
	PB-1033J STD	SET PL-B STD Ø 25.000 / 27.995 / 34.000 / 1.503 St/B							
3		83							
	C221	1968 → 1979	D AN 4	2207 cm ³	2V	€ 23:1		102	
	TW-1070GP STD	PAIR AS STD Ø 78.050 / 92.950 // 2.480 St/B/G TW-1070GP 0.25 0,25							
	CB-1070GP STD	SET PL STD Ø 52.930 / 55.985 / 21.530 / 1.508 St/B/G CB-1070GP 0.25 0,25 / CB-1070GP 0.50 0,50 / CB-1070GP 0.75 0,75 / CB-1070GP 1.00 1,00							
	MS-1610GP STD	SET HL STD Ø 69.920 / 73.975 / 30.630 / 2.017 St/B/G; HL STD Ø 69.920 / 73.975 / 36.130 / 2.017 St/B/G; HL STD Ø 69.920 / 73.975 / 21.530 / 2.017 St/B/G MS-1610GP 0.25 0,25							
	PB-1033J STD	SET PL-B STD Ø 25.000 / 27.995 / 34.000 / 1.503 St/B							
4		84							
	4JD1	1987 →	D AN 4	2039 cm ³	2V			92	
	TW-1622GP STD	PAIR AS STD Ø 73.050 / 86.950 // 2.480 St/B/G TW-1622GP 0.25 0,25							
	CB-1622GP STD	SET PL STD Ø 52.930 / 56.000 / 25.830 / 1.513 St/B/G CB-1622GP 0.25 0,25 / CB-1622GP 0.50 0,50 / CB-1622GP 0.75 0,75 / CB-1622GP 1.00 1,00							
	MS-1622GP STD	SET HL STD Ø 59.932 / 64.000 / 23.030 / 2.004 St/B/G MS-1622GP 0.25 0,25 / MS-1622GP 0.50 0,50							
	PB-1622J STD	SET PL-B STD Ø 31.000 / 34.000 / 33.000 / 1.530 St/B							
	SH-1622B STD	SET NW-L STD Ø 49.975 / 54.000 / 22.000 / 2.003 St/W; NW-L STD Ø 49.975 / 54.000 / 25.000 / 2.003 St/W							
5		84							
	4JE1	1987 →	D AN 4	1862 cm ³	2V			84	
	TW-1622GP STD	PAIR AS STD Ø 73.050 / 86.950 // 2.480 St/B/G TW-1622GP 0.25 0,25							
	CB-1622GP STD	SET PL STD Ø 52.930 / 56.000 / 25.830 / 1.513 St/B/G CB-1622GP 0.25 0,25 / CB-1622GP 0.50 0,50 / CB-1622GP 0.75 0,75 / CB-1622GP 1.00 1,00							
	MS-1622GP STD	SET HL STD Ø 59.932 / 64.000 / 23.030 / 2.004 St/B/G MS-1622GP 0.25 0,25 / MS-1622GP 0.50 0,50							
	SH-1622B STD	SET NW-L STD Ø 49.975 / 54.000 / 22.000 / 2.003 St/W; NW-L STD Ø 49.975 / 54.000 / 25.000 / 2.003 St/W							
6		88							
	4JC1	01.1984 →	D AN 4	2238 cm ³	2V			92	
	TW-1622GP STD	PAIR AS STD Ø 73.050 / 86.950 // 2.480 St/B/G TW-1622GP 0.25 0,25							
	CB-1622GP STD	SET PL STD Ø 52.930 / 56.000 / 25.830 / 1.513 St/B/G CB-1622GP 0.25 0,25 / CB-1622GP 0.50 0,50 / CB-1622GP 0.75 0,75 / CB-1622GP 1.00 1,00							
	MS-1622GP STD	SET HL STD Ø 59.932 / 64.000 / 23.030 / 2.004 St/B/G MS-1622GP 0.25 0,25 / MS-1622GP 0.50 0,50							
	PB-1622J STD	SET PL-B STD Ø 31.000 / 34.000 / 33.000 / 1.530 St/B							
	SH-1622B STD	SET NW-L STD Ø 49.975 / 54.000 / 22.000 / 2.003 St/W; NW-L STD Ø 49.975 / 54.000 / 25.000 / 2.003 St/W							
7		88							
	D201	1985 → 08.1988	D AN 4	2238 cm ³	2V			92	
	TW-1622GP STD	PAIR AS STD Ø 73.050 / 86.950 // 2.480 St/B/G TW-1622GP 0.25 0,25							
	CB-1622GP STD	SET PL STD Ø 52.930 / 56.000 / 25.830 / 1.513 St/B/G CB-1622GP 0.25 0,25 / CB-1622GP 0.50 0,50 / CB-1622GP 0.75 0,75 / CB-1622GP 1.00 1,00							

cont...



MS-1622GP STD SET HL STD \varnothing 59.932 / 64.000 / 23.030 / 2.004 St/B/G
MS-1622GP 0.25 0,25 / MS-1622GP 0.50 0,50
SH-1622B STD SET NW-L STD \varnothing 49.975 / 54.000 / 22.000 / 2.003 St/W; NW-L STD \varnothing 49.975 / 54.000 / 25.000 / 2.003 St/W

8 89,3

4FG1 10.1987 → 06.1993 D AN 4 2380 cm³ 2V 95

TW-1616A STD PAIR AS STD \varnothing 64.000 / 80.200 // 2.360 St/A
CB-1616GP STD SET PL STD \varnothing 48.940 / 51.985 / 21.630 / 1.505 St/B/G
CB-1616GP 0.25 0,25 / CB-1616GP 0.50 0,50
MS-1616GP STD SET HL STD \varnothing 55.932 / 59.980 / 21.860 / 2.008 St/B/G
MS-1616GP 0.25 0,25 / MS-1616GP 0.50 0,50, HL 3 lower plain.

9 98

4BA1 05.1971 → 05.1988 D AN 4 2775 cm³ 2V 55 kW 75 PS ϵ 19:1 92

TW-1129GP STD PAIR AS STD \varnothing 84.250 / 101.000 // 2.500 St/B/G, →10.1985
TW-1155GP STD PAIR AS STD \varnothing 88.250 / 101.000 // 2.500 St/B/G, 10.1985→
CB-1603GP STD SET PL STD \varnothing 63.944 / 68.000 / 29.930 / 2.013 St/B/G
CB-1603GP 0.25 0,25 / CB-1603GP 0.50 0,50
MS-1603GP STD SET HL STD \varnothing 75.920 / 81.000 / 27.830 / 2.525 St/B/G
MS-1603GP 0.25 0,25, HL 3 lower plain., 10.1985→
SH-1163B STD SET NW-L STD \varnothing 55.970 / 60.000 / 20.000 / 2.000 St/W, 1976→

10 98

C330 1971 → 1988 D AN 4 3318 cm³ 2V 110

TW-1129GP STD PAIR AS STD \varnothing 84.250 / 101.000 // 2.500 St/B/G, 1982→1983
CB-1603GP STD SET PL STD \varnothing 63.944 / 68.000 / 29.930 / 2.013 St/B/G
CB-1603GP 0.25 0,25 / CB-1603GP 0.50 0,50
PB-1129J STD SET PL-B STD \varnothing 33.000 / 38.000 / 38.000 / 2.530 St/B, 1973→
SH-1163B STD SET NW-L STD \varnothing 55.970 / 60.000 / 20.000 / 2.000 St/W, 1976→

11 98

D500 1970 → 1988 D AN 6 4526 cm³ 2V 100
D500-T 1971 → 1977 D A 6 4526 cm³ 2V 100

TW-1129GP STD PAIR AS STD \varnothing 84.250 / 101.000 // 2.500 St/B/G, **D500**: 1982→
CB-1612GP STD SET PL STD \varnothing 63.944 / 68.000 / 29.930 / 2.013 St/B/G

12 100

DA120 1965 → 1981 D AN 6 6126 cm³ 2V ϵ 22:1 130
DG150F 1965 → 1973 D AN 6 5654 cm³ 2V 120
GD150 1965 → 1974 D AN 6 5654 cm³ 2V 120

PB-1023J STD SET PL-B STD \varnothing 34.000 / 40.000 / 37.130 / 3.030 St/B

13 102

4BD2 1993 → D AN 4 3856 cm³ 2V 118

TW-1155GP STD PAIR AS STD \varnothing 88.250 / 101.000 // 2.500 St/B/G
CB-1603GP STD SET PL STD \varnothing 63.944 / 68.000 / 29.930 / 2.013 St/B/G
CB-1603GP 0.25 0,25 / CB-1603GP 0.50 0,50
PB-1163J STD SET PL-B STD \varnothing 35.000 / 38.000 / 38.000 / 1.530 St/B
SH-1163B STD SET NW-L STD \varnothing 55.970 / 60.000 / 20.000 / 2.000 St/W

14 105

4BE1-T 01.1985 → D A 4 3636 cm³ 2V 105

TW-1155GP STD PAIR AS STD \varnothing 88.250 / 101.000 // 2.500 St/B/G
CB-1603GP STD SET PL STD \varnothing 63.944 / 68.000 / 29.930 / 2.013 St/B/G
CB-1603GP 0.25 0,25 / CB-1603GP 0.50 0,50
MS-1603GP STD SET HL STD \varnothing 75.920 / 81.000 / 27.830 / 2.525 St/B/G
MS-1603GP 0.25 0,25, HL 3 lower plain.
SH-1163B STD SET NW-L STD \varnothing 55.970 / 60.000 / 20.000 / 2.000 St/W

15 105

6BF1 03.1981 → 08.1985 D AN 6 6130 cm³ 2V 118
6BF1-T 10.1979 → 1988 D A 6 6130 cm³ 2V 118

Series K-VDR

TW-1155GP STD PAIR AS STD \varnothing 88.250 / 101.000 // 2.500 St/B/G
CB-1612GP STD SET PL STD \varnothing 63.944 / 68.000 / 29.930 / 2.013 St/B/G

cont...



TRW
EngineComponents

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PIERBURG
ISUZU

MS-1612GP STD SET HL STD \varnothing 79.920 / 85.000 / 26.830 / 2.518 St/B/G, 05.1980→
PB-1155J STD SET PL-B STD \varnothing 35.000 / 38.000 / 38.000 / 1.530 St/B

I










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TRW
EngineComponents



JOHN DEERE




										
				Cyl.	X mm	cm³	Comp. Ratio ε	kW	PS	Pos
153.310	D (AN)	3	98 x 110		2490	2	16,7:1	23	32	1
153.510	D (AN)	4	98 x 110		3320	2	16,7:1	29	40	1
3.164 DL-01	D (AN)	3	102 x 110		2696	2	16,7:1	41	56	2
3.164 DL-03	D (AN)	3	102 x 110		2696	2	16,7:1	26-38	35-51	3
3.164 DL-04	D (AN)	3	102 x 110		2696	2		34	46	4
3.164 DL-12	D (AN)	3	102 x 110		2696	2				4
3.164 DL-13	D (AN)	3	102 x 110		2696	2		38	52	4
3.164 DL-14	D (AN)	3	102 x 110		2696	2		26	35	4
3.164 DL-15	D (AN)	3	102 x 110		2696	2		30	41	4
3.164 DZ-02	D (AN)	3	102 x 110		2696	2		38	52	4
3.179 DL-01	D (AN)	3	106,5 x 110		2938	2	16,8:1	41	56	8
3.179 DL-03	D (AN)	3	106,5 x 110		2938	2		39	53	9
3.179 DL-04	D (AN)	3	106,5 x 110		2938	2		28	38	9
3.179 DL-05	D (AN)	3	106,5 x 110		2938	2		32	44	9
3.179 DL-06	D (AN)	3	106,5 x 110		2938	2		34	46	9
3.179 DL-07	D (AN)	3	106,5 x 110		2938	2	17,4:1	37	50	9
3.179 T	D (A)	3	106,5 x 110		2938	2	16,8:1	59	79	10
3.239 D	D (AN)	3	106,5 x 110		2938	2	16:1	41	56	11
4.039 D	D (AN)	4	106,5 x 110		3920	2	17,8:1	60	80	8
4.039 DRT	D (AN)	4	106,5 x 110		3920	2	17,8:1	48	65	9
4.039 T	D (A)	4	106,5 x 110		3920	2	17,8:1	82	110	12
4.045 D	D (AN)	4	106,5 x 127		4525	2	17,8:1	55-63	75-85	13
4.045 T	D (A)	4	106,5 x 127		4525	2	17,2:1	89	115	10
4.219 DL-01	D (AN)	4	102 x 110		3588	2	16,7:1	53	72	5
4.219 DL-03	D (AN)	4	102 x 110		3588	2	16,7:1	50	68	6
4.239 A	D (LA)	4	106,5 x 110		3920	2	17,8:1	87	117	14
4.239 DL-01	D (AN)	4	106,5 x 110		3920	2	16:1	46-55	63-75	15
4.239 DL-03	D (AN)	4	106,5 x 110		3920	2	16:1	46-55	62-75	15
4.239 DL-04	D (AN)	4	106,5 x 110		3920	2		51	69	9
4.239 TL	D (A)	4	106,5 x 110		3920	2	17,8:1	67	91	16
4.239 TL-02	D (A)	4	106,5 x 110		3920	2	17,8:1	60	82	16
6.059 D	D (AN)	6	106,5 x 110		5878	2	17,8:1	89	120	8
6.059 T	D (A)	6	106,5 x 110		5878	2	17,8:1	123	165	12
6.059 TL	D (A)	6	106,5 x 110		5878	2	17,8:1	89	120	9
6.068 D	D (AN)	6	106,5 x 127		6788	2	16,3:1	97	130	17
6.068 T	D (A)	6	106,5 x 127		6788	2	16,3:1	130	175	10
6081 AFM 75 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	15,7:1	175-280	235-375	21
6081 HRW 06 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	16,5:1	119	160	21
6081 HRW 07 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	16,5:1	134	180	21
6081 HRW 08 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	16,5:1	149	200	21
6081 HRW 11 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	15,8:1	143	195	21
6081 HRW 13 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	15,8:1	158	215	21
6081 HRW 15 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	15,8:1	173	235	21
6081 HRW 17 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	15,8:1	198	270	21
6081 HRW 01/04 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	16,5:1	168	225	21
6081 TRW 01 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	16,5:1	122	166	21
6081 TRW 02 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	16,5:1	138	187	21
6081 TRW 03 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	16,5:1	122	166	21
6081 TRW 04 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	16,5:1	138	187	21
6081 TRW 05 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	16,5:1	122	166	21
6081 TRW 06 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	16,5:1	138	187	21
6081 TRW 07 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	16,5:1	122	166	21
6081 TRW 08 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	16,5:1	138	187	21
6081 TRW 09 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	16,5:1	122	166	21
6081 TRW 10 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	16,5:1	138	187	21
6081 TRW 11 Euro 2	D (LA)	6	115,9 x 128,5		8134	2	16,5:1	138	187	21
6.329 DL-01	D (AN)	6	102 x 110		5395	2	16,7:1	66	90	2
6.329 DL-03	D (A)	6	102 x 110		5380	2	16,2:1	63-68	86-92	7
6.329 DL-11	D (A)	6	102 x 110		5380	2		66	90	4
6.329 DZ-01	D (AN)	6	102 x 110		5395	2				4
6.329 DZ-02	D (AN)	6	102 x 110		5395	2				4
6.329 DZ-07	D (AN)	6	102 x 110		5395	2				4
6.359 A	D (LA)	6	106,5 x 110		5878	2	16,8:1	131	176	10
6.359 DL-01	D (AN)	6	106,5 x 110		5878	2		66	90	9
6.359 DL-02	D (AN)	6	106,5 x 110		5878	2	16,8:1	71	97	15
6.359 DL-03	D (AN)	6	106,5 x 110		5878	2	16,8:1	71	97	9
6.359 DL-04	D (AN)	6	106,5 x 110		5878	2		74	101	9
6.359 DL-06	D (AN)	6	106,5 x 110		5878	2		68	92	9



TRW
EngineComponents



JOHN DEERE

		Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos
6.359 D-02	D (AN)	6	106,5 x 110	5878	2	16:1	66	90	18
6.359 T	D (A)	6	106,5 x 110	5878	2	17,8:1	82-102	112-139	19
6.359 TZ-02	D (AN)	6	106,5 x 110	5878	2	16,8:1	83	113	20
710	D (AN)	4	98 x 110	3320	2	16,7:1	37	50	1

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1		98								
	153.310	1964 → 1967	D AN 3	2490 cm ³	2V	23 kW	32 PS	£ 16,7:1	110	
	153.510	1964 → 1967	D AN 4	3320 cm ³	2V	29 kW	40 PS	£ 16,7:1	110	
	710	1964 → 1967	D AN 4	3320 cm ³	2V	37 kW	50 PS	£ 16,7:1	110	
	Series T 700									

	90 867 600	Cyl. Ø: 98; KH: 57.35; MT: -16.5; MØ: 59; GL: 99.35; piston pin: 30.173x81.4; number of piston rings: 3							
		PK							
		M	2,385	CR	G1				
		M	2,385		G1				
		DSF	5	CR					

2		102								
	3.164 DL-01	1968 → 07.1975	D AN 3	2696 cm ³	2V	41 kW	56 PS	£ 16,7:1	110	
	6.329 DL-01	1968 → 1973	D AN 6	5395 cm ³	2V	66 kW	90 PS	£ 16,7:1	110	
	Series 1120, Series 1520, Series 3120									

	80 00332 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G6 IF PC 3.16] [M IFU 2.4] [DSF CR 5]							
	89 036 110	N - Wet cylinder liner; finished; A=111 C=125 L=197 H+F=6+0.75							
	50 005 229								

3		102								
	3.164 DL-03	1967 →	D AN 3	2696 cm ³	2V	26-38 kW	35-51 PS	£ 16,7:1	110	
	Series 1050 C, Series 2020, Series 6600, Series 830, Series 890									

	93 000 600	Cyl. Ø: 102; KH: 66.3; MT: -21.5; MØ: 54; GL: 112; piston pin: 34.93x84.4; number of piston rings: 3							
		RTK							
		T15	3,16	PC	G6				
		M	2,4						
		DSF	5	CR					
		→ 80 00332 1 0 ...							

	80 00332 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G6 IF PC 3.16] [M IFU 2.4] [DSF CR 5]							
	93 000 961	Piston: 93000600; Cylinder liner: 89036110, mot. 085 100→							
	89 036 110	N - Wet cylinder liner; finished; A=111 C=125 L=197 H+F=6+0.75							
	50 005 229								

4		102								
	3.164 DL-04	04.1971 → 08.1979	D AN 3	2696 cm ³	2V	34 kW	46 PS		110	
	3.164 DL-12	04.1974 → 07.1975	D AN 3	2696 cm ³	2V				110	
	3.164 DL-13	07.1972 → 08.1979	D AN 3	2696 cm ³	2V	38 kW	52 PS		110	
	3.164 DL-14	08.1975 → 08.1979	D AN 3	2696 cm ³	2V	26 kW	35 PS		110	
	3.164 DL-15	08.1975 → 08.1979	D AN 3	2696 cm ³	2V	30 kW	41 PS		110	
	3.164 DZ-02	11.1974 → 09.1978	D AN 3	2696 cm ³	2V	38 kW	52 PS		110	
	6.329 DL-11	11.1974 → 08.1979	D A 6	5380 cm ³	2V	66 kW	90 PS		110	
	6.329 DZ-01	09.1974 → 08.1975	D AN 6	5395 cm ³	2V				110	
	6.329 DZ-02	08.1972 → 10.1983	D AN 6	5395 cm ³	2V				110	
	6.329 DZ-07	09.1974 → 08.1974	D AN 6	5395 cm ³	2V				110	
	Series JD 350, Series MD 925, Series MD 950, Series MD 955, Series MD 960, Series 1020, Series 1030, Series 1130, Series 1530, Series 2040, Series 3130, Series 830, Series 930									

	50 005 229								
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5		102								
	4.219 DL-01	1968 → 1973	D AN 4	3588 cm ³	2V	53 kW	72 PS	£ 16,7:1	110	
	Series JD 440, Series 2030, Series 2120, Series 2520, Series 3300									

	80 00332 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G6 IF PC 3.16] [M IFU 2.4] [DSF CR 5]							
	89 036 110	N - Wet cylinder liner; finished; A=111 C=125 L=197 H+F=6+0.75							



6		102								
	4.219 DL-03	1968 →	D AN 4	3588 cm ³	2V	50 kW	68 PS	⊗ 16,7:1		110
	Series 1830, Series 2030, Series 2035, Series 2440, Series 3030, Series 3130									

	93 000 600	Cyl. Ø: 102; KH: 66.3; MT: -21.5; MØ: 54; GL: 112; piston pin: 34.93x84.4; number of piston rings: 3 RTK T15 3,16 PC G6 M 2,4 DSF 5 CR → 80 00332 1 0 ...
	80 00332 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G6 IF PC 3.16] [M IFU 2.4] [DSF CR 5]
	93 000 961	Piston: 93000600; Cylinder liner: 89036110, mot. 085 100→
	89 036 110	N - Wet cylinder liner; finished; A=111 C=125 L=197 H+F=6+0.75
	7.02242.47.0	Fuel pump; mechanical

7		102								
	6.329 DL-03	1973 →	D A 6	5380 cm ³	2V	63-68 kW	86-92 PS	⊗ 16,2:1		110
	Series 2840, Series 3030, Series 3130, Series 3135, Series 3140, Series 4030, Series 6600									

	93 000 600	Cyl. Ø: 102; KH: 66.3; MT: -21.5; MØ: 54; GL: 112; piston pin: 34.93x84.4; number of piston rings: 3 RTK T15 3,16 PC G6 M 2,4 DSF 5 CR → 80 00332 1 0 ...
	80 00332 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G6 IF PC 3.16] [M IFU 2.4] [DSF CR 5]
	93 000 961	Piston: 93000600; Cylinder liner: 89036110, mot. 085 100→
	89 036 110	N - Wet cylinder liner; finished; A=111 C=125 L=197 H+F=6+0.75
	50 005 229	
	7.02242.47.0	Fuel pump; mechanical

8		106,5								
	3.179 DL-01	08.1975 → 10.1986	D AN 3	2938 cm ³	2V	41 kW	56 PS	⊗ 16,8:1		110
	4.039 D		D AN 4	3920 cm ³	2V	60 kW	80 PS	⊗ 17,8:1		110
	6.059 D		D AN 6	5878 cm ³	2V	89 kW	120 PS	⊗ 17,8:1		110
	Series 1140, Series 1630									

	94 359 600	Cyl. Ø: 106.5; KH: 66.3; MT: -18.92; MØ: 58.5; GL: 112; piston pin: 34.93x84.4; number of piston rings: 3 RTK T15 3,13 MO G6 M 2,39 G2 DSF 3,47 CR → 80 00121 1 0 ...
	80 00121 1 0 000	Cyl. Ø: 106.5; Set: 1; [T15 G6 MO 3.13] [M G2 IFU 2.39] [DSF CR 3.47]
	94 359 960	Piston: 94359600; Cylinder liner: 89028110
	89 028 110	N - Wet cylinder liner; finished; A=115.7 C=126 L=196.5 H+F=6+0.8
	50 005 229	

J



9

106,5



3.179 DL-03	03.1974 → 02.1992	D AN 3	2938 cm ³	2V	39 kW	53 PS		110
3.179 DL-04	09.1979 → 10.1986	D AN 3	2938 cm ³	2V	28 kW	38 PS		110
3.179 DL-05	09.1979 → 10.1986	D AN 3	2938 cm ³	2V	32 kW	44 PS		110
3.179 DL-06	09.1979 → 10.1986	D AN 3	2938 cm ³	2V	34 kW	46 PS		110
3.179 DL-07		D AN 3	2938 cm ³	2V	37 kW	50 PS	£ 17,4:1	110
4.039 DRT	01.1998 →	D AN 4	3920 cm ³	2V	48 kW	65 PS	£ 17,8:1	110
4.239 DL-04	09.1979 → 10.1986	D AN 4	3920 cm ³	2V	51 kW	69 PS		110
6.059 TL	1967 →	D A 6	5878 cm ³	2V	89 kW	120 PS	£ 17,8:1	110
6.359 DL-01	09.1979 → 05.1982	D AN 6	5878 cm ³	2V	66 kW	90 PS		110
6.359 DL-03	09.1979 → 05.1982	D AN 6	5878 cm ³	2V	71 kW	97 PS	£ 16,8:1	110
6.359 DL-04	05.1982 → 10.1986	D AN 6	5878 cm ³	2V	74 kW	101 PS		110
6.359 DL-06	05.1982 → 10.1986	D AN 6	5878 cm ³	2V	68 kW	92 PS		110



Series JD 310, Series MD 932, Series 1040, Series 1840, Series 2040, Series 3040, Series 3140, Series 3210, Series 6600, Series 840, Series 940,

50 005 229

10

106,5



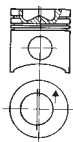
3.179 T		D A 3	2938 cm ³	2V	59 kW	79 PS	£ 16,8:1	110
4.045 T		D A 4	4525 cm ³	2V	89 kW	115 PS	£ 17,2:1	127
6.068 T	11.1997 →	D A 6	6788 cm ³	2V	130 kW	175 PS	£ 16,3:1	127
6.359 A		D LA 6	5878 cm ³	2V	131 kW	176 PS	£ 16,8:1	110



Series 3410, Series 6400, Series 6800, Series 6900



94 360 600



Cyl. Ø: 106.5; KH: 66.3; MT: -18.8; MØ: 58.4; GL: 112; piston pin: 41.275x84.4; number of piston rings: 3

RTK

T15 3,13 MO G6

M 2,39 G2

DSF 3,47 CR

→ 80 00121 1 0 ...



80 00121 1 0 000

Cyl. Ø: 106.5; Set: 1; [T15 G6 MO 3.13] [M G2 IFU 2.39] [DSF CR 3.47]



94 360 960

Piston: 94360600; Cylinder liner: 89028110



89 028 110

N - Wet cylinder liner; finished; A=115.7 C=126 L=196.5 H+F=6+0.8

11

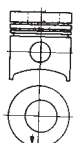
106,5



3.239 D		D AN 3	2938 cm ³	2V	41 kW	56 PS	£ 16:1	110
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93 757 600



Cyl. Ø: 106.5; KH: 66.42; MT: -18.75; MØ: 58.4; GL: 112; piston pin: 34.93x84.4; number of piston rings: 3

RTK

T15 3,13 MO G6

M 2,39 G2

DSF 3,47 CR

→ 80 00121 1 0 ...



80 00121 1 0 000

Cyl. Ø: 106.5; Set: 1; [T15 G6 MO 3.13] [M G2 IFU 2.39] [DSF CR 3.47]



93 757 960

Piston: 93757600; Cylinder liner: 89028110



89 028 110

N - Wet cylinder liner; finished; A=115.7 C=126 L=196.5 H+F=6+0.8

12

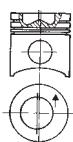
106,5



4.039 T		D A 4	3920 cm ³	2V	82 kW	110 PS	£ 17,8:1	110
6.059 T		D A 6	5878 cm ³	2V	123 kW	165 PS	£ 17,8:1	110



94 360 600



Cyl. Ø: 106.5; KH: 66.3; MT: -18.8; MØ: 58.4; GL: 112; piston pin: 41.275x84.4; number of piston rings: 3

RTK

T15 3,13 MO G6

M 2,39 G2

DSF 3,47 CR

→ 80 00121 1 0 ...



80 00121 1 0 000

Cyl. Ø: 106.5; Set: 1; [T15 G6 MO 3.13] [M G2 IFU 2.39] [DSF CR 3.47]

cont...



	94 360 960	Piston: 94360600; Cylinder liner: 89028110
	89 028 110	N - Wet cylinder liner; finished; A=115.7 C=126 L=196.5 H+F=6+0.8
	50 005 229	

13 **106,5**
4.045 D 1992 → D AN 4 4525 cm³ 2V 55-63 kW 75-85 PS ξ 17,8:1 127
Series 3310, Series 6100

	94 359 600	Cyl. Ø: 106.5; KH: 66.3; MT: -18.92; MØ: 58.5; GL: 112; piston pin: 34.93x84.4; number of piston rings: 3 RTK T15 3,13 MO G6 M 2,39 G2 DSF 3,47 CR → 80 00121 1 0 ...
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	80 00121 1 0 000	Cyl. Ø: 106.5; Set: 1; [T15 G6 MO 3.13] [M G2 IFU 2.39] [DSF CR 3.47]
	94 359 960	Piston: 94359600; Cylinder liner: 89028110
	89 028 110	N - Wet cylinder liner; finished; A=115.7 C=126 L=196.5 H+F=6+0.8
	50 005 230	

14 **106,5**
4.239 A D LA 4 3920 cm³ 2V 87 kW 117 PS ξ 17,8:1 110

	94 360 600	Cyl. Ø: 106.5; KH: 66.3; MT: -18.8; MØ: 58.4; GL: 112; piston pin: 41.275x84.4; number of piston rings: 3 RTK T15 3,13 MO G6 M 2,39 G2 DSF 3,47 CR → 80 00121 1 0 ...
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	80 00121 1 0 000	Cyl. Ø: 106.5; Set: 1; [T15 G6 MO 3.13] [M G2 IFU 2.39] [DSF CR 3.47]
	94 360 960	Piston: 94360600; Cylinder liner: 89028110
	89 028 110	N - Wet cylinder liner; finished; A=115.7 C=126 L=196.5 H+F=6+0.8
	50 005 230	

15 **106,5**
4.239 DL-01 11.1974 → 08.1979 D AN 4 3920 cm³ 2V 46-55 kW 63-75 PS ξ 16:1 110
4.239 DL-03 09.1979 → 10.1986 D AN 4 3920 cm³ 2V 46-55 kW 62-75 PS ξ 16:1 110
6.359 DL-02 D AN 6 5878 cm³ 2V 71 kW 97 PS ξ 16,8:1 110
Series 1640, Series 2130

	93 757 600	Cyl. Ø: 106.5; KH: 66.42; MT: -18.75; MØ: 58.4; GL: 112; piston pin: 34.93x84.4; number of piston rings: 3 RTK T15 3,13 MO G6 M 2,39 G2 DSF 3,47 CR → 80 00121 1 0 ...
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	80 00121 1 0 000	Cyl. Ø: 106.5; Set: 1; [T15 G6 MO 3.13] [M G2 IFU 2.39] [DSF CR 3.47]
	93 757 960	Piston: 93757600; Cylinder liner: 89028110
	89 028 110	N - Wet cylinder liner; finished; A=115.7 C=126 L=196.5 H+F=6+0.8
	50 005 229	

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16		106,5								
		4.239 TL	09.1979 → 10.1986	D A 4	3920 cm ³	2V	67 kW	91 PS	£ 17,8:1	110
		4.239 TL-02	09.1979 → 10.1986	D A 4	3920 cm ³	2V	60 kW	82 PS	£ 17,8:1	110
		Series 2140								

	93 759 600	Cyl. Ø: 106.5; KH: 66.42; MT: -19.65; MØ: 58.4; GL: 112; piston pin: 41.275x84.4; number of piston rings: 3
		RTK
		T15 3,13 MO G6
		M 2,39 G2
		DSF 3,47 CR
		→ 80 00121 1 0 ...
		exchangeable only in sets
	80 00121 1 0 000	Cyl. Ø: 106.5; Set: 1; [T15 G6 MO 3.13] [M G2 IFU 2.39] [DSF CR 3.47]
	93 759 960	Piston: 93759600; Cylinder liner: 89028110
	89 028 110	N - Wet cylinder liner; finished; A=115.7 C=126 L=196.5 H+F=6+0.8
	50 005 229	

17		106,5								
		6.068 D		D AN 6	6788 cm ³	2V	97 kW	130 PS	£ 16,3:1	127
		94 359 600	Cyl. Ø: 106.5; KH: 66.3; MT: -18.92; MØ: 58.5; GL: 112; piston pin: 34.93x84.4; number of piston rings: 3							
			RTK							
			T15 3,13 MO G6							
			M 2,39 G2							
			DSF 3,47 CR							
			→ 80 00121 1 0 ...							
	80 00121 1 0 000	Cyl. Ø: 106.5; Set: 1; [T15 G6 MO 3.13] [M G2 IFU 2.39] [DSF CR 3.47]								
	94 359 960	Piston: 94359600; Cylinder liner: 89028110								
	89 028 110	N - Wet cylinder liner; finished; A=115.7 C=126 L=196.5 H+F=6+0.8								

18		106,5								
		6.359 D-02	1975 →	D AN 6	5878 cm ³	2V	66 kW	90 PS	£ 16:1	110
		Series 3040								
		93 757 600	Cyl. Ø: 106.5; KH: 66.42; MT: -18.75; MØ: 58.4; GL: 112; piston pin: 34.93x84.4; number of piston rings: 3							
			RTK							
			T15 3,13 MO G6							
			M 2,39 G2							
			DSF 3,47 CR							
			→ 80 00121 1 0 ...							
	80 00121 1 0 000	Cyl. Ø: 106.5; Set: 1; [T15 G6 MO 3.13] [M G2 IFU 2.39] [DSF CR 3.47]								
	93 757 960	Piston: 93757600; Cylinder liner: 89028110								
	89 028 110	N - Wet cylinder liner; finished; A=115.7 C=126 L=196.5 H+F=6+0.8								
	50 005 230									
	7.02242.47.0	Fuel pump; mechanical								

19		106,5								
		6.359 T		D A 6	5878 cm ³	2V	82-102 kW	112-139 PS	£ 17,8:1	110
		Series 4040								
		93 759 600	Cyl. Ø: 106.5; KH: 66.42; MT: -19.65; MØ: 58.4; GL: 112; piston pin: 41.275x84.4; number of piston rings: 3							
			RTK							
			T15 3,13 MO G6							
			M 2,39 G2							
			DSF 3,47 CR							
			→ 80 00121 1 0 ...							
			exchangeable only in sets							

cont...



	80 00121 1 0 000	Cyl. Ø: 106.5; Set: 1; [T15 G6 MO 3.13] [M G2 IFU 2.39] [DSF CR 3.47]
	93 759 960	Piston: 93759600; Cylinder liner: 89028110
	89 028 110	N - Wet cylinder liner; finished; A=115.7 C=126 L=196.5 H+F=6+0.8
	50 005 229 50 005 230	
	7.02242.47.0	Fuel pump; mechanical

20 **106,5**

	6.359 TZ-02	1975 →	D	AN	6	5878 cm ³	2V	83 kW	113 PS	⊗ 16,8:1	110
Series MD 1075, Series MD 975, Series 3040											
	93 757 600	Cyl. Ø: 106.5; KH: 66.42; MT: -18.75; MØ: 58.4; GL: 112; piston pin: 34.93x84.4; number of piston rings: 3									
		RTK									
		T15 3,13 MO G6									
		M 2,39 G2									
		DSF 3,47 CR									
		→ 80 00121 1 0 ...									

	80 00121 1 0 000	Cyl. Ø: 106.5; Set: 1; [T15 G6 MO 3.13] [M G2 IFU 2.39] [DSF CR 3.47]
	93 757 960	Piston: 93757600; Cylinder liner: 89028110
	89 028 110	N - Wet cylinder liner; finished; A=115.7 C=126 L=196.5 H+F=6+0.8
	7.02242.47.0	Fuel pump; mechanical

21 **115,9**

	6081 AFM 75 Euro 2	D	LA	6	8134 cm ³	2V	175-280 kW	235-375 PS	⊗ 15,7:1	128,5	
	6081 HRW 06 Euro 2	D	LA	6	8134 cm ³	2V	119 kW	160 PS	⊗ 16,5:1	128,5	
	6081 HRW 07 Euro 2	D	LA	6	8134 cm ³	2V	134 kW	180 PS	⊗ 16,5:1	128,5	
	6081 HRW 08 Euro 2	D	LA	6	8134 cm ³	2V	149 kW	200 PS	⊗ 16,5:1	128,5	
	6081 HRW 11 Euro 2	D	LA	6	8134 cm ³	2V	143 kW	195 PS	⊗ 15,8:1	128,5	
	6081 HRW 13 Euro 2	D	LA	6	8134 cm ³	2V	158 kW	215 PS	⊗ 15,8:1	128,5	
	6081 HRW 15 Euro 2	D	LA	6	8134 cm ³	2V	173 kW	235 PS	⊗ 15,8:1	128,5	
	6081 HRW 17 Euro 2	D	LA	6	8134 cm ³	2V	198 kW	270 PS	⊗ 15,8:1	128,5	
	6081 HRW 01/04 Euro 2	D	LA	6	8134 cm ³	2V	168 kW	225 PS	⊗ 16,5:1	128,5	
	6081 TRW 01 Euro 2	D	LA	6	8134 cm ³	2V	122 kW	166 PS	⊗ 16,5:1	128,5	
	6081 TRW 02 Euro 2	D	LA	6	8134 cm ³	2V	138 kW	187 PS	⊗ 16,5:1	128,5	
	6081 TRW 03 Euro 2	D	LA	6	8134 cm ³	2V	122 kW	166 PS	⊗ 16,5:1	128,5	
	6081 TRW 04 Euro 2	D	LA	6	8134 cm ³	2V	138 kW	187 PS	⊗ 16,5:1	128,5	
	6081 TRW 05 Euro 2	D	LA	6	8134 cm ³	2V	122 kW	166 PS	⊗ 16,5:1	128,5	
	6081 TRW 06 Euro 2	D	LA	6	8134 cm ³	2V	138 kW	187 PS	⊗ 16,5:1	128,5	
	6081 TRW 07 Euro 2	D	LA	6	8134 cm ³	2V	122 kW	166 PS	⊗ 16,5:1	128,5	
	6081 TRW 08 Euro 2	D	LA	6	8134 cm ³	2V	138 kW	187 PS	⊗ 16,5:1	128,5	
	6081 TRW 09 Euro 2	D	LA	6	8134 cm ³	2V	122 kW	166 PS	⊗ 16,5:1	128,5	
	6081 TRW 10 Euro 2	D	LA	6	8134 cm ³	2V	138 kW	187 PS	⊗ 16,5:1	128,5	
	6081 TRW 11 Euro 2	D	LA	6	8134 cm ³	2V	138 kW	187 PS	⊗ 16,5:1	128,5	
Series 7710, Series 7810, Series 8100, Series 8110, Series 8200, Series 8210, Series 8300, Series 8310, Series 8400, Series 8410											
	79 304 600	PAIR PL STD Ø 76.175 / 81.051 / 37.300 / 2.433 St/B/G									
	79 305 600	PAIR HL STD Ø 95.222 / 101.651 / 35.300 / 3.189 St/B/G									
	79 306 600	PAIR HL STD Ø 95.222 / 101.651 / 42.320 / 3.189 St/B/G									



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KNORR-BREMSE

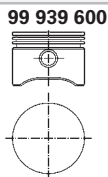
									
	Cyl.	mm	cm ³	Comp. Ratio	ε	kW	PS	Pos	
Knorr-Bremse	1	88						2	
Knorr-Bremse LK 15	1	75						1	
Knorr-Bremse LK 3840	1	88						3	
LP1828	1	88						4	
LP1836	1	88						4	
LP1841	1	88						4	
LP1865	1	88						4	
LP1866	1	88						4	

K



1  **75**

 **Knorr-Bremse LK 15** 1




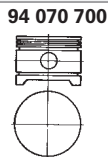
99 939 600 Cyl. Ø: 75; KH: 31; GL: 60; piston pin: 18x63; number of piston rings: 3
99 939 610 75,50 / **99 939 620** 76,00
 NM 2
 NM 2
 G 4
 → **80 00452 1 1 ...**



80 00452 1 1 000 Cyl. Ø: 75; Set: 1; [NM 2] [NM 2] [G 4]
80 00452 1 1 050 75,50

2  **88**


 **Knorr-Bremse** 1




94 070 700 Cyl. Ø: 88; KH: 31; GL: 65; piston pin: 18x63; number of piston rings: 4
 URK
 M 2
 M 2
 NEF 2,5
 SEF 5
 → **80 00135 1 0 ...**, **80 00135 1 1 ...**




80 00135 1 0 000 Cyl. Ø: 88; Set: 1; [M IF 2] [M IF 2] [NEF 2.5] [SEF 5]
80 00135 1 1 000 Cyl. Ø: 88; Set: 1; [M IF 2] [M IF 2] [N 2.5] [SEF 5]

3  **88**

 **Knorr-Bremse LK 3840** 1



80 00563 1 0 000 Cyl. Ø: 88; Set: 1; [NM 2.5] [NM 2.5] [DSF 4]
80 00563 1 0 050 88,50

4  **88**

-  **LP1828** 1
- LP1836** 1
- LP1841** 1
- LP1865** 1
- LP1866** 1




40 189 600 Cyl. Ø: 88; KH: 31.5; GL: 65.5; piston pin: 18x63; number of piston rings: 3
40 189 610 88,50 / **40 189 620** 89,00
 NM 2,5
 NM 2,5
 DSF 4
 → **80 00563 1 0 ...**



80 00563 1 0 000 Cyl. Ø: 88; Set: 1; [NM 2.5] [NM 2.5] [DSF 4]
80 00563 1 0 050 88,50

K



		Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos
S6D102		D (LA) 4	102 x 120	5900			86-132	115-177	1

K



1



102



S6D102

D LA 4 5900 cm³

86-132 kW 115-177 PS

120



72 472 600

NW-L STD Ø 54.013 / 57.221 / 25.650 / 1.570 St/B

72 473 690

PL-B SEMI Ø 40.000 / 42.987 / 23.000 / St/B

79 331 600

PAIR PL STD Ø 69.013 / 72.987 / 31.100 / 1.968 St/B/G

79 331 620 0,50





77 801 600

SET HL STD Ø 83.013 / 87.982 / 29.000 / 2.465 St/A; PASS-L STD Ø 83.013 / 87.982 / 37.380 / 2.464 St/A

77 801 610 0,25 / 77 801 620 0,50

K



		Cyl.	 X  mm	cm ³		Comp. Ratio ε	kW	PS	Pos
D 722 Euro 3	D (AN)	3	67 x 68	719	2		15	20	1
S 2800	D (AN)	6	85 x 82	2791	2		38-42	51-57	2
V 1402	D (AN)	3	85 x 82	1395	2		22	30	2
V 1902	D (AN)	4	85 x 82	1861	2		30	41	3
V 2203-BG Euro 2	D (AN)	4	87 x 92,4	2197	2	23:1	24	33	4
Z 482 Euro 3	D (AN)	2	67 x 68	479	2		10	14	1

K



1		67	D 722 Euro 3	D	AN 3	719 cm ³	2V	15 kW	20 PS		68
			Z 482 Euro 3	D	AN 2	479 cm ³	2V	10 kW	14 PS		68

40 214 600 Cyl. Ø: 67; KH: 32.65; GL: 59.1; number of piston rings: 3
40 214 610 67,50
 ET 1,5 NT ST
 NM 1,5 CR G3
 DSF 3 CR
 → **80 00561 1 0 ...**
 for cylinder "R" (cyl 2)



40 224 600 Cyl. Ø: 67; KH: 32.65; GL: 59.1; piston pin: 20.008x50; number of piston rings: 3
40 224 610 67,50
 ET 1,5 NT ST
 NM 1,5 CR G3
 DSF 3 CR
 → **80 00561 1 0 ...**
 for cylinder "C" (zyl 1/3)



80 00561 1 0 000 Cyl. Ø: 67; Set: 1; [ET ST NT 1.5] [NM G3 CR 1.5] [DSF CR 3]
80 00561 1 0 050 67,50

2		85	S 2800	D	AN 6	2791 cm ³	2V	38-42 kW	51-57 PS		82
			V 1402	1983 → 1996	D	AN 3	1395 cm ³	2V	22 kW	30 PS	

40 206 600 Cyl. Ø: 85; KH: 43.5; GL: 80; number of piston rings: 3
40 206 610 85,50
 ET 2,5 CR G6
 M 2 CR
 DSF 5 CR
 → **80 00560 1 0 ...**
 For cylinder "R" (cyl 2/4/6)



40 223 600 Cyl. Ø: 85; KH: 43.5; GL: 80; piston pin: 23.008x64; number of piston rings: 3
40 223 610 85,50
 ET 2,5 CR G6
 M 2 CR
 DSF 5 CR
 → **80 00560 1 0 ...**
 for cylinder "C" (cyl 1/3/5)



80 00560 1 0 000 Cyl. Ø: 85; Set: 1; [ET G6 CR 2.5] [M IW CR 2] [DSF CR 5]
80 00560 1 0 050 85,50

3		85	V 1902	1981 → 1993	D	AN 4	1861 cm ³	2V	30 kW	41 PS		82
----------	--	-----------	---------------	-------------	---	------	----------------------	----	-------	-------	--	----

40 206 600 Cyl. Ø: 85; KH: 43.5; GL: 80; number of piston rings: 3
40 206 610 85,50
 ET 2,5 CR G6
 M 2 CR
 DSF 5 CR
 → **80 00560 1 0 ...**
 For cylinder "R" (cyl 2/4/6)



40 223 600 Cyl. Ø: 85; KH: 43.5; GL: 80; piston pin: 23.008x64; number of piston rings: 3
40 223 610 85,50
 ET 2,5 CR G6
 M 2 CR
 DSF 5 CR
 → **80 00560 1 0 ...**
 for cylinder "C" (cyl 1/3/5)



80 00560 1 0 000 Cyl. Ø: 85; Set: 1; [ET G6 CR 2.5] [M IW CR 2] [DSF CR 5]
80 00560 1 0 050 85,50

7.02242.45.0 Fuel pump; mechanical

4		87	V 2203-BG Euro 2	D	AN 4	2197 cm ³	2V	24 kW	33 PS	ε23:1		92,4
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7.02242.45.0 Fuel pump; mechanical



TRW
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PIERBURG




PIERBURG
KUBOTA

K



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LOSENHAUSEN.....	→ DEUTZ 85
.....	→ HATZ 231
LUGLI	→ PERKINS 1028



	Cyl.	 X mm	cm ³		Comp. Ratio ϵ	kW	PS	Pos
LIAZ Kompressor	1	90						1
M 1.2 A-MS 634	D (A) 6	130 x 150	11945	2	15:1	148	201	2
M 1.2 A-MS 635	D (A) 6	130 x 150	11945	2	15:1	148	201	2
M 1.2 A-MS 636	D (AN) 6	130 x 150	11945	2		152	207	3
M 1.2 A-MS 637	D (LA) 6	130 x 150	11945	2	15,6:1	224	305	4
M 1.2 A-MS 638	D (LA) 6	130 x 150	11945	2	15,6:1	224	305	4
M 1.2 A-MS 639	D (LA) 6	130 x 150	11945	2	15,6:1	224	305	4
M 1.2 A-MS 640	D (LA) 6	130 x 150	11945	2	15,6:1	224	305	4
M 1.2 A-NL 637	D (AN) 6	130 x 150	11945	2		189	257	4
M 1.2 C-MS 640	D (LA) 6	130 x 150	11945	2		224	305	5

L



1 **90**
LIAZ Kompressor 1

80 00139 1 0 000 Cyl. Ø: 90; Set: 1; [M 2.5] [NM 2.5] [GSF 4]

2 **130**
M 1.2 A-MS 634 D A 6 11945 cm³ 2V 148 kW 201 PS ξ 15:1 150
M 1.2 A-MS 635 D A 6 11945 cm³ 2V 148 kW 201 PS ξ 15:1 150

80 00141 1 0 050 Cyl. Ø: 130.5; Set: 1; [T6 G3 CR 3.5] [R MO 3.5] [M 3.5] [DSF CR 6]

88 627 110 N - Wet cylinder liner; A=146 C=156 L=276 H+F=8+0.7

77 297 600 SET PL STD Ø 85.000 / 90.000 / 37.000 / 2.470 St/A
77 297 610 0,25 / 77 297 620 0,50 / 77 297 630 0,75 / 77 297 640 1,00

77 298 600 SET HL STD Ø 105.000 / 112.000 / 45.000 / 3.468 St/A; HL STD Ø 105.000 / 112.000 / 42.000 / 3.468 St/A
77 298 610 0,25 / 77 298 620 0,50 / 77 298 630 0,75 / 77 298 640 1,00

3 **130**
M 1.2 A-MS 636 D AN 6 11945 cm³ 2V 152 kW 207 PS 150

80 00140 1 1 000 Cyl. Ø: 130; Set: 1; [T15 G6 MO 3.5] [M 3] [DSF CR 5]
80 00140 1 1 050 130,50 / 80 00140 1 1 100 131,00

94 617 960 Piston: 94617600; Cylinder liner: 88627110

88 627 110 N - Wet cylinder liner; A=146 C=156 L=276 H+F=8+0.7

77 297 600 SET PL STD Ø 85.000 / 90.000 / 37.000 / 2.470 St/A
77 297 610 0,25 / 77 297 620 0,50 / 77 297 630 0,75 / 77 297 640 1,00

77 298 600 SET HL STD Ø 105.000 / 112.000 / 45.000 / 3.468 St/A; HL STD Ø 105.000 / 112.000 / 42.000 / 3.468 St/A
77 298 610 0,25 / 77 298 620 0,50 / 77 298 630 0,75 / 77 298 640 1,00

4 **130**
M 1.2 A-MS 637 D LA 6 11945 cm³ 2V 224 kW 305 PS ξ 15,6:1 150
M 1.2 A-MS 638 D LA 6 11945 cm³ 2V 224 kW 305 PS ξ 15,6:1 150
M 1.2 A-MS 639 D LA 6 11945 cm³ 2V 224 kW 305 PS ξ 15,6:1 150
M 1.2 A-MS 640 D LA 6 11945 cm³ 2V 224 kW 305 PS ξ 15,6:1 150
M 1.2 A-NL 637 D AN 6 11945 cm³ 2V 189 kW 257 PS 150

80 00140 1 1 000 Cyl. Ø: 130; Set: 1; [T15 G6 MO 3.5] [M 3] [DSF CR 5]
80 00140 1 1 050 130,50 / 80 00140 1 1 100 131,00

88 627 110 N - Wet cylinder liner; A=146 C=156 L=276 H+F=8+0.7

77 297 600 SET PL STD Ø 85.000 / 90.000 / 37.000 / 2.470 St/A
77 297 610 0,25 / 77 297 620 0,50 / 77 297 630 0,75 / 77 297 640 1,00

77 298 600 SET HL STD Ø 105.000 / 112.000 / 45.000 / 3.468 St/A; HL STD Ø 105.000 / 112.000 / 42.000 / 3.468 St/A
77 298 610 0,25 / 77 298 620 0,50 / 77 298 630 0,75 / 77 298 640 1,00

5 **130**
M 1.2 C-MS 640 D LA 6 11945 cm³ 2V 224 kW 305 PS 150

80 00140 1 1 000 Cyl. Ø: 130; Set: 1; [T15 G6 MO 3.5] [M 3] [DSF CR 5]
80 00140 1 1 050 130,50 / 80 00140 1 1 100 131,00

L



		Cyl.	 X mm	cm ³		Comp. Ratio ε	kW	PS	Pos
D 924 TI-E A1	D (LA)	4	122 x 142	6640	2	17,2:1	66-180	90-245	1

L



1



122



D 924 TI-E A1

1992 ->

D LA 4 6640 cm³

2V 66-180 kW

90-245 PS

ξ 17,2:1

142



105-35623

EX; 48.8 x 10 x 146.3 x RA/S - Cr - 45° - VS - 23 -



MK-10H

105-35622

IN; 52.2 x 10 x 146.4 x RA/S - Cr - 30° - VS - 23 - III

L


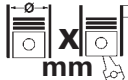








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			Cyl.	X mm	cm ³	Comp. Ratio ε	kW	PS	Pos	
D 0224	M	D (AN)	4	102 x 116	3791	2	18:1	66	90	3
D 0226	M, ME	D (AN)	6	102 x 116	5687	2	18:1	100	136	3
D 0226	MCE, MKE, MLE, MTE 51	D (LA)	6	102 x 116	5687	2	17,5:1	88-154	120-210	4
D 0226 Euro 0	MF	D (AN)	6	102 x 116	5687	2	18:1	92-100	125-136	3
D 0226	ML	D (LA)	6	102 x 116	5687	2	17,5:1	125-154	170-210	5
D 0226	MT	D (A)	6	102 x 116	5687	2	17,5:1	125	170	5
D 0226	MTE, MTXE 51	D (A)	6	102 x 116	5687	2	17,5:1	88-135	120-184	4
D 0824 Euro 1	FL 01, GF 04, LFO 01	D (LA)	4	108 x 125	4580	2		66-114	90-155	6
D 0824 Euro 1	GF 03	D (AN)	4	108 x 125	4580	2	17:1	75	102	6
D 0824 Euro 1	L, LF 03, LF 04, LF 05, LF 06, LF 07, LF 08, LF 09, LF 10	D (LA)	4	108 x 125	4580	2	16,5:1	103-118	140-160	7
D 0824 Euro 1	LE 301	D (LA)	4	108 x 125	4580	2	16,5:1			8
D 0824 Euro 1	LOH 02	D (LA)	4	108 x 125	4580	2	16,5:1	114	155	9
D 0824 Euro 2	LOH 05	D (LA)	4	108 x 125	4580	2	16,5:1	114	155	8
D 0824	LUE 521, LUE 522, LUE 523, LUE 524	D (LA)	4	108 x 125	4580	2		81-108	110-147	6
D 0826 Euro 0	F 02, GFA, GFA 03, OH, OH 01	D (AN)	6	108 x 125	6871	2		110-114	150-155	10
D 0826	FR 02	D (AN)	6	108 x 125	6871	2				10
D 0826 Euro 0	GF 03	D (AN)	6	108 x 125	6871	2	17:1	110	150	11
D 0826 Euro 1	GFA 04, OH 03	D (AN)	6	108 x 125	6871	2		107	145	10
D 0826	GFO 01, GFO 03, GFO 04	D (AN)	6	108 x 125	6871	2				12
D 0826 Euro 1	L, LE 101, LE 102, LE 103, LXE 20	D (LA)	6	108 x 125	6871	2		140-184	190-250	12
D 0826	LE, LE 20, LE 21, LE 40, LE 533	D (LA)	6	108 x 125	6871	2		141-199	192-271	12
D 0826	LE 10	D (LA)	6	108 x 125	6871	2		165	224	13
D 0826 Euro 2	LE 201	D (LA)	6	108 x 125	6871	2		151-188	205-256	12
D 0826	LE 51, LE 52, LUE, LUE 130, LUE 160, LUE 502, LUE 504, LUE 51, LUE 52	D (LA)	6	108 x 125	6871	2	17:1	96-147	130-200	14
D 0826 Euro 1	LE 521, LE 522, LE 523, LE 524, LE 530, LE 531	D (LA)	6	108 x 125	6871	2		125-191	170-260	15
D 0826 Euro 1	LE 527, LOH 11, LOH 13	D (LA)	6	108 x 125	6871	2		140-169	190-230	16
D 0826 Euro 1	LE 528, LE 532	D (LA)	6	108 x 125	6871	2				17
D 0826 Euro 0	LF 02, LOH 04	D (LA)	6	108 x 125	6871	2		169	230	18
D 0826 Euro 0	LF 03	D (LA)	6	108 x 125	6871	2	16,5:1	165	224	7
D 0826 Euro 1	LF 04, LOH 07	D (LA)	6	108 x 125	6871	2		169-198	230-270	18
D 0826 Euro 0	LF 06	D (A)	6	108 x 125	6871	2	16,5:1	169	230	18
D 0826 Euro 1	LF 09, LOH 08	D (LA)	6	108 x 125	6871	2		169-198	230-269	19
D 0826 Euro 2	LF 11	D (LA)	6	108 x 125	6871	2	18:1	162	220	20
D 0826 Euro 2	LF 12	D (LA)	6	108 x 125	6871	2	18:1	140	190	21
D 0826 Euro 2	LF 16	D (LA)	6	108 x 125	6871	2	18:1	206	280	22
D 0826 Euro 0	LFG 01	D (LA)	6	108 x 125	6871	2	17:1	140	190	23
D 0826 Euro 0	LFG 03, LFG 04	D (LA)	6	108 x 125	6871	2	16,5:1	140-169	190-230	24
D 0826 Euro 1	LFG 05, LFG 07	D (LA)	6	108 x 125	6871	2	16,5:1	140-198	190-269	24
D 0826 Euro 2	LFG 15, LFG 16, LOH 17, LOH 18, LOH 19	D (LA)	6	108 x 125	6871	2		162-191	220-260	25
D 0826 Euro 1	LFL, LOH 10, LUH 10	D (LA)	6	108 x 125	6871	2		162-198	220-269	26
D 0826 Euro 2	LFX	D (LA)	6	108 x 125	6871	2	16,5:1	191	260	27
D 0826 Euro 0	LOH 02	D (LA)	6	108 x 125	6871	2	16,5:1	140	190	28
D 0826 Euro 2	LOH 09	D (LA)	6	108 x 125	6871	2		169	230	16
D 0826	LOH 12, LUH213	D (LA)	6	108 x 125	6871	2	16,5:1	140-157	190-214	26
D 0826	LUE 501, LUE 503	D (LA)	6	108 x 125	6871	2	17:1	110-140	150-190	15
D 0826 Euro 0	LUH 04	D (LA)	6	108 x 125	6871	2	16,5:1	157	213	26
D 0826 Euro 2	LUH 08	D (LA)	6	108 x 125	6871	2	16,5:1	162	220	26
D 0826 Euro 2	LUH 11	D (LA)	6	108 x 125	6871	2	18:1	162	220	29
D 0826 Euro 2	LUH 18	D (LA)	6	108 x 120	6871	2	17,4:1	191	260	12
D 0826	T	D (A)	6	108 x 120	6596	2	18:1	122-137	166-186	30
D 0826	TE 101	D (A)	6	108 x 120	6596	2	18:1	132	179	12
D 0826	TE 520, TUE 501	D (A)	6	108 x 120	6596	2		96-125	131-170	16
D 0826	TUE 51	D (A)	6	108 x 125	6871	2	17:1	132	180	14
D 0834 Euro 3	LE	D (LA)	4	108 x 125	4580	4	18:1	103-132	140-180	31
D 0834 Euro 3	LFL 01, LFL 03, LOH 03	D (LA)	4	108 x 125	4580	2		125	170	32
D 0834 Euro 3	LFL 10, LFL 11	D (LA)	4	108 x 125	4580	2	18:1	103-125	140-170	33
D 0834 Euro 4	LOH 50, LOH 51	D (LA)	4	108 x 125	4580	4	17,3:1	132-151	160-206	34
D 0836		D (AN)	6	108 x 128	7030	2	18:1	110	150	35
D 0836	HM, HMU, M	D (AN)	6	108 x 128	7030	2	18:1	100	136	36
D 0836	LE 402	D (LA)	6	108 x 125	6871	2	16:1	265	360	37
D 0836 Euro 2	LF 01, LFL 01	D (LA)	6	108 x 125	6871	2	18:1	206	280	38
D 0836 Euro 3	LF 03, LF 05, LF 06, LFL 03, LFL 05	D (LA)	6	108 x 125	6871	2	18:1	180-206	245-280	38
D 0836 Euro 3	LF 40, LF 42	D (LA)	6	108 x 125	6871	4	18:1	173-228	235-310	33
D 0836 Euro 3	LFG 01	D (LA)	6	108 x 125	6871	2	18:1			39
D 0836 Euro 3	LFL 02	D (LA)	6	108 x 125	6871	4	18:1	162	220	38

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				Cyl.	mm	cm ³		Comp. Ratio	ε	kW	PS	Pos							
D 0836 Euro 4	LOH 04	D (LA)	6	108 x 125	6871	4	16,5:1	177	240	39									
D 0836 Euro 3	LOH 40, LOH 50	D (LA)	6	108 x 125	6871	4		206	280	40									
D 0836 Euro 4	LOH 51, LOH 52	D (LA)	6	108 x 125	6871	4	17,4:1	177-206	240-280	40									
D 0836 Euro 4	LOH 53, LOH 54, LOH 55, LOH 56, LOH 57, LOH 58	D (LA)	6	108 x 125	6871	4	17,4:1	176-206	240-280	41									
D 0836 Euro 3	LUH 41, LUH 50	D (LA)	6	108 x 125	6871	4				41									
D 0846	HMN 2, HMY 011	D (AN)	6	108 x 132	7252	2	18:1	115-124	156-169	42									
D 1146		D (AN)	6	111	8000			98	133	44									
D 2066 Euro 3	LF 04	D (LA)	6	120 x 155	10520	4	19:1	228	310	45									
D 2066 Euro 3	LF 06, LF 07, LOH 10	D (LA)	6	120 x 155	10520	4		316	430	46									
D 2066 Euro 4	LOH 01, LOH 02, LUH 12, LUH 14, LUH 15	D (LA)	6	120 x 155	10520	4	20,5:1	228-316	310-430	45									
D 2066 Euro 4	LUH 11	D (LA)	6	120 x 155	10520	4	20,5:1	190	270	47									
D 2156	6 U, HM 2, HMN 3	D (AN)	6	121 x 150	10344	2	17:1	141-169	192-230	48									
D 2530	ME	D (AN)	10	125 x 130	15945	2	17:1	235	320	49									
D 2530	MTE	D (A)	10	125 x 130	15945	2	17:1	223-294	303-400	50									
D 2538	ME	D (AN)	8	125 x 130	12763	2	17:1	188	256	51									
D 2538	MTE	D (A)	8	125 x 130	12763	2	17:1	178-235	242-320	52									
D 2540	MLE	D (LA)	10	125 x 142	17426	2	17:1	330-430	449-585	53									
D 2540	MT	D (A)	10	125 x 142	17426	2	17:1	287	390	54									
D 2540	MTE	D (A)	10	125 x 142	17426	2	17:1	323-338	439-460	53									
D 2542	ME	D (AN)	12	125 x 142	20910	2	17:1	185-324	252-441	55									
D 2542	MLE	D (LA)	12	125 x 142	20910	2	17:1	420-515	571-700	56									
D 2542	MTE	D (A)	12	125 x 142	20910	2	17:1	283-405	385-550	57									
D 2548	MT, MTF	D (A)	8	125 x 142	13940	2	17:1	265	360	58									
D 2555	MTE	D (A)	5	125 x 150	9199	2	17:1			59									
D 2556	MTE	D (A)	6	125 x 150	11045	2	17:1	191	260	60									
D 2565	HM	D (AN)	5	125 x 155	9510	2		92-141	125-192	61									
D 2565	ME	D (AN)	5	125 x 155	9510	2	17:1	84-141	114-192	62									
D 2565	MK, MKUL, MT	D (A)	5	125 x 155	9510	2	17:1	169	230	63									
D 2566	BUH	D (AN)	6	125 x 155	11407	2	17:1	147	200	64									
D 2566	E	D (AN)	6	125 x 155	11407	2	17:1	151-185	206-252	65									
D 2566	KUL, MLE	D (LA)	6	125 x 155	11407	2	17:1	162-250	220-340	66									
D 2566	ME	D (AN)	6	125 x 155	11407	2		136-177	185-240	67									
D 2566	MFT, MKE, MTE, MTU, MTUE, MTUM	D (A)	6	125 x 155	11407	2	17:1	147-250	200-340	66									
D 2566	MKUL	D (LA)	6	125 x 155	11407	2	17:1	206-235	280-320	68									
D 2566	MUE	D (AN)	6	125 x 155	11407	2		177	241	69									
D 2676 Euro 4	LF 05	D (LA)	6	126 x 166	12419	4	19:1	353	480	70									
D 2676 Euro 5	LF 07	D (LA)	6	126 x 166	12419	4	19:1	353	480	70									
D 2676 Euro 4	LOH 01, LOH 02	D (LA)	6	126 x 166	12419	4	19:1	338-353	460-480	71									
D 2840	F, OH	D (AN)	10	128 x 142	18273	2	17,5:1	265	360	72									
D 2840 Euro 1	L	D (LA)	10	128 x 142	18273	2	17:1	329-467	447-635	73									
D 2840	LE	D (LA)	10	128 x 142	18273	2	15,9:1	346-460	470-626	74									
D 2840	LE 201, LE 202, LE 203	D (LA)	10	128 x 142	18273	2	17:1	357-718	485-976	75									
D 2840	LE 21, LE 301	D (LA)	10	128 x 142	18273	2	17:1	368-443	500-602	76									
D 2840	LE 401, LE 402, LE 403	D (LA)	10	128 x 142	18273	2	17:1	441-772	600-1050	77									
D 2840	LET	D (LA)	10	128 x 142	18273	2	15,9:1	346-460	470-626	78									
D 2840 Euro 0	LF 03	D (LA)	10	128 x 142	18273	2		346	470	79									
D 2840 Euro 2	LF 21, LF 23, LF 24	D (LA)	10	128 x 142	18273	2	17:1	441-466	600-633	80									
D 2840 Euro 0	LF/420	D (LA)	10	128 x 142	18273	2	15,9:1	309	420	81									
D 2840 Euro 0	LF/460	D (LA)	10	128 x 142	18273	2	15,9:1	338	460	82									
D 2840	LF/520	D (LA)	10	128 x 142	18273	2	15,9:1	382	520	83									
D 2840	LX, LXE, LYE, LZE	D (LA)	10	128 x 142	18273	2	13,5:1	368-674	500-917	84									
D 2840	MH	D (AN)	10	128 x 142	18273	2	17,5:1	268	334	85									
D 2840	T	D (A)	10	128 x 142	18273	2	15,5:1	294	400	86									
D 2840	TF	D (A)	10	128 x 142	18273	2	15,5:1	324	440	76									
D 2842	E	D (AN)	12	128 x 142	21930	2	15,5:1	305-338	415-460	87									
D 2842 Euro 1	L 1000, L/760	D (LA)	12	128 x 142	21930	2		420-735	570-1000	88									
D 2842	LE	D (LA)	12	128 x 142	21930	2	15,5:1	497	676	89									
D 2842	LE 201, LE 202, LE 203, LE 401, LE 403, LE 405, LZE	D (LA)	12	128 x 142	21930	2		446-809	606-1100	90									
D 2842	LE 21	D (LA)	12	128 x 142	21930	2	15,5:1	449-494	610-672	91									
D 2842	LE 301, LE 303, LE 409, LE 410, LE 413, LE 609	D (LA)	12	128 x 142	21930	2		437-1103	594-1500	88									
D 2842	LE 402, LE 404, LE 408	D (LA)	12	128 x 142	21930	2		735-956	1000-1300	92									
D 2842	LE 406	D (LA)	12	128 x 142	21930	2		882	1200	93									
D 2842	LE 602, LE 604, LE 606, LE 607	D (LA)	12	128 x 142	21930	2		480-662	653-900	94									
D 2842	LF	D (LA)	12	128 x 142	21930	2	15,5:1	735	1000	95									

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TRW
EngineComponents

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			Cyl.	mm	cm ³		Comp.	kW	PS	Pos
							Ratio			
D 2842 Euro 1	LF 01	D (LA) 12	12	128 x 142	21930	2	15,5:1	559	624	96
D 2842	LXE	D (LA) 12	12	128 x 142	21930	2	13,5:1	662-735	900-1000	97
D 2842 Euro 0	LXF	D (LA) 12	12	128 x 142	21930	2		735	1000	98
D 2842	LYE	D (LA) 12	12	128 x 142	21930	2	13,5:1	735-808	1000-1099	99
D 2842	M	D (AN) 12	12	128 x 142	21930	2		305	415	100
D 2842	ME	D (AN) 12	12	128 x 142	21930	2		300-338	408-460	101
D 2842	MLE	D (AN) 12	12	128 x 142	21930	2		300-338	408-460	102
D 2842	T	D (A) 12	12	128 x 142	21930	2	15,5:1	375-398	510-541	103
D 2842	TE 60	D (A) 12	12	128 x 142	21930	2	15,5:1	361	491	104
D 2848	H, OH	D (AN) 8	8	128 x 142	14618	2	17:1	206	280	105
D 2848	L, LE 30, LZE	D (LA) 8	8	128 x 142	14618	2		280-539	380-733	106
D 2848	LE	D (LA) 8	8	128 x 142	14618	2		265-292	360-397	107
D 2848	LE 201, LE 202, LE 203	D (LA) 8	8	128 x 142	14618	2		320-494	435-672	108
D 2848	LE 401, LE 403, LE 405	D (LA) 8	8	128 x 142	14618	2	13,5:1	478-588	650-799	109
D 2848	LE/T	D (LA) 8	8	128 x 142	14618	2	15,5:1	375	510	110
D 2848	LXE, LYE	D (LA) 8	8	128 x 142	14618	2	13,5:1	500	680	111
D 2848	M, MH	D (AN) 8	8	128 x 142	14618	2	17:1	206	280	112
D 2848	T	D (A) 8	8	128 x 142	14618	2	15,5:1	245	334	113
D 2848	TF	D (A) 8	8	128 x 142	14618	2	15,5:1	245	334	114
D 2858	MT, MTE	D (A) 8	8	128 x 150	15442	2	17:1	221-250	300-340	115
D 2865 Euro 0	L	D (LA) 5	5	128 x 155	9972	2	15,5:1	198	270	116
D 2865 Euro 0	LF 01	D (LA) 5	5	128 x 155	9972	2	15,5:1	198	270	117
D 2865 Euro 0	LF 02	D (LA) 5	5	128 x 155	9972	2	15,5:1	198	270	118
D 2865 Euro 1	LF 10, LF 14	D (LA) 5	5	128 x 155	9972	2		213-250	290-340	118
D 2865	LF 15	D (LA) 5	5	128 x 155	9972	2	16:1	221-235	300-320	118
D 2865	LFR	D (LA) 5	5	128 x 155	9972	2				119
D 2865	LFR 01	D (LA) 5	5	128 x 155	9972	2				117
D 2865	LFR 02, LFR 03	D (LA) 5	5	128 x 155	9972	2				120
D 2865	LFR 05, LFR 06, LFR 10, LFR 14, LFR 15	D (LA) 5	5	128 x 155	9972	2		191	260	121
D 2865	LOH	D (LA) 5	5	128 x 155	9972	2	16:1	221	300	122
D 2865 Euro 1	LOH 01, LOH 02	D (LA) 5	5	128 x 155	9972	2	16:1	198-235	269-320	123
D 2865 Euro 1	LOH 05	D (LA) 5	5	128 x 155	9972	2	16:1	198	269	124
D 2865 Euro 1	LOH 06	D (LA) 5	5	128 x 155	9972	2	16:1	191	260	125
D 2865 Euro 2	LOH 07, LOH 08, LOH 09, LOH 10	D (LA) 5	5	128 x 155	9972	2	16:1	191-250	260-340	124
D 2865 Euro 0	LU 01, LU 02, LU 03	D (LA) 5	5	128 x 155	9972	2		198-235	270-320	126
D 2865 Euro 1	LU 04	D (LA) 5	5	128 x 155	9972	2	17:1	221	300	126
D 2865 Euro 1	LU 05	D (LA) 5	5	128 x 155	9972	2	17:1	198	269	127
D 2865 Euro 1	LUH 03	D (LA) 5	5	128 x 155	9972	2		235	320	128
D 2865 Euro 1	LUH 06	D (LA) 5	5	128 x 155	9972	2		191	260	129
D 2865 Euro 2	LUH 20	D (LA) 5	5	128 x 155	9972	2	18:1	191	260	130
D 2865	LX	D (LA) 5	5	128 x 155	9972	2	15:1	135	184	131
D 2865 Euro 1	LXF, LXFR	D (LA) 5	5	128 x 155	9972	2				132
D 2866		D (AN) 6	6	128 x 155	11967	2	17,5:1	157-185	213-252	133
D 2866 KAT	DUH 02	G (AN) 6	6	128 x 155	11967	2		170	231	134
D 2866	E 20	D (AN) 6	6	128 x 155	11967	2	17,5:1	138-240	188-326	135
D 2866	FOH	D (AN) 6	6	128 x 155	11967	2		265	360	136
D 2866	FR	D (AN) 6	6	128 x 155	11967	2	17,5:1	177	240	137
D 2866	FZK	D (AN) 6	6	128 x 155	11967	2	17,5:1			134
D 2866	FZR	D (AN) 6	6	128 x 155	11967	2	17,5:1	177	241	138
D 2866 Euro 0	KF 01, LUL/290, TUH/001	D (LA) 6	6	128 x 155	11967	2	15:1	213-270	290-367	139
D 2866	KF 09	D (LA) 6	6	128 x 155	11967	2	16:1	198-324	269-440	140
D 2866	KH	D (LA) 6	6	128 x 155	11967	2	15:1	265	360	141
D 2866 Euro 0	KU, KUL	D (LA) 6	6	128 x 155	11967	2	15:1	243-265	330-360	142
D 2866	L, LE	D (LA) 6	6	128 x 155	11967	2		220-309	299-420	143
D 2866	LE 102	D (LA) 6	6	128 x 155	11967	2		260	354	144
D 2866	LE 20	D (LA) 6	6	128 x 155	11967	2		253	344	145
D 2866 Euro 2	LE 201	D (LA) 6	6	128 x 155	11967	2		249-354	339-481	146
D 2866	LE 202, LE 203, LE 211	D (LA) 6	6	128 x 155	11967	2		230-364	313-495	146
D 2866	LE 401, LE 402, LE 403	D (LA) 6	6	128 x 155	11967	2	15,5:1	368-441	500-600	147
D 2866 Euro 0	LF 01	D (LA) 6	6	128 x 155	11967	2	16:1	265	360	134
D 2866 Euro 0	LF 02	D (LA) 6	6	128 x 155	11967	2	16:1	250	340	148
D 2866 Euro 0	LF 03	D (LA) 6	6	128 x 155	11967	2	16:1	272	370	149
D 2866 Euro 0	LF 06	D (LA) 6	6	128 x 155	11967	2	16:1	309	420	150
D 2866 Euro 0	LF 07	D (LA) 6	6	128 x 155	11967	2	16:1	213-272	290-370	151
D 2866 Euro 0	LF 08	D (LA) 6	6	128 x 155	11967	2	16:1	243	330	152
D 2866 Euro 1	LF 09, LF 15	D (LA) 6	6	128 x 155	11967	2	16:1	272-310	370-420	151
D 2866 Euro 2	LF 14	D (LA) 6	6	128 x 155	11967	2	17:1	294	400	153
D 2866 Euro 2	LF 17	D (LA) 6	6	128 x 155	11967	2	17:1	257	349	154

















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TRW
EngineComponents






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		Cyl.	mm	cm ³	Comp. Ratio ϵ	kW	PS	Pos												
D 2866 Euro 3	LF 25	D (LA) 6	128 x 155	11967	4	19:1	301	410	155											
D 2866 Euro 3	LF 28	D (LA) 6	128 x 155	11967	4	19:1	301	410	156											
D 2866 Euro 2	LF 29, LF 30	D (LA) 6	128 x 155	11967	2		294-301	400-410	157											
D 2866 Euro 2	LF 31	D (LA) 6	128 x 155	11967	4	17:1	301	410	158											
D 2866 Euro 3	LF 33	D (LA) 6	128 x 155	11967	4		268-301	360-410	159											
D 2866 Euro 2	LF 34, LF 35	D (LA) 6	128 x 155	11967	2	17:1	228-265	310-360	160											
D 2866 Euro 2	LF 36	D (LA) 6	128 x 155	11967	4	17:1	228	310	161											
D 2866 Euro 2	LF 37	D (LA) 6	128 x 155	11967	4	19:1	265	360	156											
D 2866 Euro 2	LF 43	D (LA) 6	128 x 155	11967	4		265	360	162											
D 2866	LFG	D (LA) 6	128 x 155	11967	2	16:1	221-243	300-330	163											
D 2866 Euro 1	LFG 03	D (LA) 6	128 x 155	11967	2		272	370	164											
D 2866 Euro 1	LFG 04	D (LA) 6	128 x 155	11967	4		309	420	165											
D 2866 Euro 2	LFG 05	D (LA) 6	128 x 155	11967	4		294	400	166											
D 2866 Euro 3	LFG 07	D (LA) 6	128 x 155	11967	4				167											
D 2866	LFG/290	D (LA) 6	128 x 155	11967	4		221	300	134											
D 2866	LFZG, LXE 40	D (LA) 6	128 x 155	11967	2		190-294	258-400	134											
D 2866	LFZR, TUM, UM 01	D (LA) 6	128 x 155	11967	4		152-243	207-330	141											
D 2866 Euro 0	LH 01	D (LA) 6	128 x 155	11967	2		220	299	168											
D 2866	LH 02	D (LA) 6	128 x 155	11967	4		272	370	169											
D 2866 Euro 0	LOH 02	D (LA) 6	128 x 155	11967	2	15:1	272	370	170											
D 2866 Euro 1	LOH 09	D (LA) 6	128 x 155	11967	4		230	313	171											
D 2866 Euro 3	LOH 30	D (LA) 6	128 x 155	11967	4	18:1	294	400	172											
D 2866 Euro 3	LOH 32	D (LA) 6	128 x 155	11967	4	18:1	228	310	173											
D 2866 Euro 0	LU	D (LA) 6	128 x 155	11967	2	15:1	243	330	174											
D 2866 Euro 1	LU 03	D (LA) 6	128 x 155	11967	2	16:1	272	370	175											
D 2866 Euro 1	LU 04	D (LA) 6	128 x 155	11967	2	16:1	309	420	176											
D 2866 Euro 1	LU 07, LU 08	D (LA) 6	128 x 155	11967	2	16:1	230-272	313-370	177											
D 2866	LUE	D (LA) 6	128 x 155	11967	2	15:1	250	340	178											
D 2866 Euro 1	LUE 21	D (LA) 6	128 x 155	11967	2		257	349	145											
D 2866 Euro 1	LUE 601, LUE 603	D (LA) 6	128 x 155	11967	2		210-301	286-410	144											
D 2866 Euro 1	LUE 602	D (LA) 6	128 x 155	11967	2		300	408	179											
D 2866 Euro 1	LUE 605	D (LA) 6	128 x 155	11967	2		230	313	180											
D 2866	LUH 01	G (LA) 6	128 x 155	11967	2		228	310	134											
D 2866 Euro 1	LUH 05	D (LA) 6	128 x 155	11967	2		272	370	181											
D 2866 Euro 3	LUH 27	D (LA) 6	128 x 155	11967	4	19:1	191	260	182											
D 2866 Euro 3	LUH 606	D (LA) 6	128 x 155	11967	4		301	410	134											
D 2866 Euro 0	LUL/330	D (LA) 6	128 x 155	11967	2	15:1	243	330	183											
D 2866	LX, LXE 30	D (LA) 6	128 x 155	11967	2		198-344	269-468	184											
D 2866	LXE 20	D (LA) 6	128 x 155	11967	2	15,5:1	215-237	292-322	185											
D 2866 Euro 0	LXF	D (LA) 6	128 x 155	11967	2	15:1	265-274	360-372	186											
D 2866 Euro 1	LXFG	D (LA) 6	128 x 155	11967	2	15:1	198-324	269-440	187											
D 2866 Euro 0	LXU	D (LA) 6	128 x 155	11967	2	15:1	272	370	176											
D 2866 Euro 0	LXUH	D (LA) 6	128 x 155	11967	2	15:1	272	370	188											
D 2866	MK	D (LA) 6	128 x 155	11967	2		235	320	189											
D 2866	OCH, UH 01, UH/205	D (AN) 6	128 x 155	11967	2		150-180	204-245	190											
D 2866	OH	D (AN) 6	128 x 155	11967	2		177	241	191											
D 2866	T	D (A) 6	128 x 155	11967	2	15:1	190-250	258-340	192											
D 2866	TE 20	D (A) 6	128 x 155	11967	2	17,5:1	194-250	264-340	145											
D 2866 Euro 0	TOCH	D (A) 6	128 x 155	11967	2	17:1	229	311	139											
D 2866	U, UE	D (AN) 6	128 x 155	11967	2	17,5:1	160-180	218-245	193											
D 2866	UM	D (AN) 6	128 x 155	11967	2	17,5:1	152	207	194											
D 2876 Euro 3	L, LE 101, LE 103, LE 104, LE 105, LE/360, LE/420, LE/460, LE/510, LUE 604, LUH 601, LUH 602	D (LA) 6	128 x 166		4		265-390	360-530	195											
D 2876 Euro 3	LE 402	D (LA) 6	128 x 166	12817	4	15:1	412	560	196											
D 2876 Euro 2	LF 01, LF 08	D (LA) 6	128 x 166		4	17:1	301-338	409-460	197											
D 2876 Euro 3	LF 09, LF 14, LF 17	D (LA) 6	128 x 166	12816	4		338-390	460-530	198											
D 2876 Euro 3	LF 10	D (LA) 6	128 x 166	12816	4	17:1	338	460	199											
D 2876 Euro 2	LF 11	D (LA) 6	128 x 166	12816	4	17:1	338	460	200											
D 2876 Euro 3	LF 20	D (LA) 6	128 x 166	12816	4	17:1			201											
D 2876 Euro 3	LF 21, LF 22, LF 24	D (LA) 6	128 x 166	12816	4	17:1			202											
D 2876 Euro 3	LFG 01	D (LA) 6	128 x 166	12816	4				203											
D 2876 Euro 2	LOH 01	D (LA) 6	128 x 166	12816	2		338	460	204											
D 2876 Euro 3	LOH 02	D (LA) 6	128 x 166	12816	2	17:1	338	460	205											
D 2876 Euro 3	LOH 04	D (LA) 6	128 x 166	12816	2	17:1	301	409	206											
D 2876 Euro 3	LOH 20	D (LA) 6	128 x 166	12816	4	18:1	353	480	207											
D 2876 Euro 3	LUE 605	D (LA) 6	128 x 166	12816	4		398	541	208											
D 2876 Euro 2	LUH 01, LUH 02, LUH 03	D (LA) 6	128 x 166	12816	2		294-338	400-460	209											

M



			Cyl.	 X mm	cm³		Comp. Ratio ε	kW	PS	Pos
D 2876 Euro 3	LUH 605	D (LA)	6	128 x 166	12816	4		338	460	210
E 2542	E 312	G (AN)	12	125 x 142	20910	2	12,5:1	250	340	55
E 2542	LE 312	G (LA)	12	125 x 142	20910	2	11:1	400-420	544-571	55
E 2842	DE, DN	G (A)	12	128 x 142	21930	2	12,5:1			211
E 2842	E, LE	G (A)	12	128 x 142	21930	2		143	194	212
E 2842	E 312	G (AN)	12	128 x 142	21930	2	12,5:1	250	340	213
E 2842	LE 312	G (LA)	12	128 x 142	21930	2	11/12:1	360-400	489-544	213
E 2842	LN	G (A)	12	128 x 142	21930	2	10:1	143	194	88
E 2866	DE, DOH	G (AN)	6	128 x 155	11967	2		122-344	166-468	134
E 2866	DF	G (AN)	6	128 x 155	11967	2		122-344	166-468	214
E 2866 Euro 2	DF 01	G (AN)	6	128 x 155	11967	2	12:1	170	231	215
E 2866 Euro 2	DOH 01	G (AN)	6	128 x 155	11967	4	11:1	177	241	216
E 2866 Euro 2	DOH 02	G (AN)	6	128 x 155	11967	4	11:1	170-231	231-314	134
E 2866	DUH 03	G (AN)	6	128 x 155	11967	2	11:1	180	245	215
E 2866	E	G (AN)	6	128 x 155	11967	2	12,5:1	114	155	217
E 2876 KAT	E 302	G (LA)	6	128 x 166	12816	2		130-140	177-190	195
E 2876 KAT	LE 302	G (LA)	6	128 x 166	12816	2	11:1	210	286	218
E 2876 KAT	TE 302	G (LA)	6	128 x 166	12816	2		130	177	208
G 0826	DOH	GF (AN)	6	108 x 125	6871	2	10:1			43
G 2566	UH, UM	GF (AN)	6	125 x 155	11407	2	10:1	147	200	65
G 2866	DUH	GF (AN)	6	128 x 155	11967	2	9,5:1	122-344	166-468	219
G 2866 Euro 2	DUH 02	GF (AN)	6	128 x 155	11967	2		177	240	216
G 2866	E	GF (AN)	6	128 x 155	11967	2	10:1			134
G 2876 KAT	DUH 01, DUH 02	GF (AN)	6	128 x 166	12816	2	10:1	200	272	220
H 2876 KAT	UH 01	G (AN)	6	128 x 166	12816	2	10:1			221
MAN Kompressor			1	100						2
MAN Kompressor			1	90						1



1 **90**
MAN Kompressor 1975 → 1 (1)
 (1) for D 2530/D, 2538/D, 2555, D 2556/D, 2566, D 2840, D2865, D 2866, D 2876

	90 843 700	Cyl. Ø: 90; KH: 35; GL: 57.5; piston pin: 20x60; number of piston rings: 3 90 843 710 90,50 NM 2,5 NM 2,5 DSF 4 → 80 00142 2 0 ...
	80 00142 2 0 000	Cyl. Ø: 90; Set: 2; [NM 2.5] [NM 2.5] [DSF 4] 80 00142 2 0 050 90,50
	90 843 970	Piston: 90843700; Cylinder liner: 89196110
	90 843 972	Piston: 90843700; Cylinder liner: 89440110
	89 196 110	K - Compressor cylinder; finished; A=95 L=104 H=94
	89 440 110	K - Compressor cylinder; finished; A=95 L=104 H=94, with forced water channel
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.

2 **100**
MAN Kompressor 04.1996 → 1 (1)
 (1) for D 2840 LF20

	94 919 600	Cyl. Ø: 100; KH: 30.4; GL: 52.2; piston pin: 20x50; number of piston rings: 3 94 919 610 100,50 NM 2,5 MO NM 2,5 GSF 4 → 80 00181 1 0 ...
	99 849 600	Cyl. Ø: 100; KH: 30.4; GL: 52.2; piston pin: 20x50; number of piston rings: 3 99 849 610 100,50 / 99 849 620 101,00 NM 2,5 MO NM 2,5 GSF 3 → 80 00548 1 0 ...
	80 00181 1 0 000	Cyl. Ø: 100; Set: 1; [NM MO 2.5] [NM 2.5] [GSF 4] 80 00181 1 0 100 101,00
	80 00548 1 0 000	Cyl. Ø: 100; Set: 1; [NM MO 2.5] [NM 2.5] [GSF 3]
	94 919 960	Piston: 94919600; Cylinder liner: 89452110
	94 919 961	Piston: 94919600; Cylinder liner: 89529110
	94 919 962	Piston: 94919600; Cylinder liner: 89537110
	94 919 963	Piston: 94919600; Cylinder liner: 89535110
	94 919 964	Piston: 94919600; Cylinder liner: 89597110
	99 849 960	Piston: 99849600; Cylinder liner: 89452110
	99 849 961	Piston: 99849600; Cylinder liner: 89529110
	99 849 962	Piston: 99849600; Cylinder liner: 89537110
	99 849 963	Piston: 99849600; Cylinder liner: 89535110
	99 849 964	Piston: 99849600; Cylinder liner: 89597110
	89 452 110	K - Compressor cylinder; finished; A=106 L=101 H=89
	89 597 110	K - Compressor cylinder; finished; A=106 L=101 H=89, with recess at sealing face, air-cooled
	89 537 110	K - Compressor cylinder; finished; A=106 L=91 H=84
	89 529 110	K - Compressor cylinder; finished; A=115 L=102 H=102
	89 535 110	K - Compressor cylinder; finished; L=102 H=102

3 **102**
D 0224 **M**
 02.1983 → D AN 4 3791 cm³ 2V 66 kW 90 PS £ 18:1 116

D 0226 M, ME 10.1979 → 09.1987 D AN 6 5687 cm³ 2V 100 kW 136 PS £ 18:1 116
D 0226 Euro 0 MF 01.1979 → 10.1993 D AN 6 5687 cm³ 2V 92-100 kW 125-136 PS £ 18:1 116

cont...



TRW
EngineComponents



MAN

	89 091 110	T - Dry cylinder liner; finished; A=105.99 C=111 L=217 H=8.04	
	89 414 110	T - Dry cylinder liner; finished; A=106.49 C=111 L=217 H=8.04, outside oversize + 0,50 mm	
	2560	EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III	KK-10H
	2574	IN; 47 x 10 x 136.6 x S - - 45° - 1 - III	81-2540 EX; 16.04/ x 10.02 x 55 G1
	25127	IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III	81-25100 IN; 16.03/ x 10 x 60 G1
			81-2539 IN; 16.03/ x 10.02 x 65 G1

4		102	
		D 0226	MCE, MKE, MLE, MTE 51
		D 0226	MTE, MTXE 51
		06.1984 →	D LA 6 5687 cm³ 2V 88-154 kW 120-210 PS £17,5:1 H 116
		07.1983 →	D A 6 5687 cm³ 2V 88-135 kW 120-184 PS £17,5:1 H 116

	93 555 600	Cyl. Ø: 102; KH: 77.5; MT: -37.5; GL: 115.5; piston pin: 40x83; number of piston rings: 3 Lox, RTK T15 3 CR G3 M 2,5 DSF 4 CR → 80 00144 1 0 ...
	93 721 600	Cyl. Ø: 102; KH: 77.3; MT: -37.5; GL: 115.3; piston pin: 40x83; number of piston rings: 3 Lox, RTK T15 3 CR G3 M 2,5 DSF 4 CR → 80 00144 1 0 ...

	80 00144 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]
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	93 555 960	Piston: 93555600; Cylinder liner: 89091110
	93 555 961	Piston: 93555600; Cylinder liner: 89414110
	93 721 960	Piston: 93721600; Cylinder liner: 89091110

	89 091 110	T - Dry cylinder liner; finished; A=105.99 C=111 L=217 H=8.04
	89 414 110	T - Dry cylinder liner; finished; A=106.49 C=111 L=217 H=8.04, outside oversize + 0,50 mm

5		102	
		D 0226	ML
		D 0226	MT
		1990 → 1997	D LA 6 5687 cm³ 2V 125-154 kW 170-210 PS £17,5:1 H 116
		1991 → 1997	D A 6 5687 cm³ 2V 125 kW 170 PS £17,5:1 H 116

	93 555 600	Cyl. Ø: 102; KH: 77.5; MT: -37.5; GL: 115.5; piston pin: 40x83; number of piston rings: 3 Lox, RTK T15 3 CR G3 M 2,5 DSF 4 CR → 80 00144 1 0 ...
	93 721 600	Cyl. Ø: 102; KH: 77.3; MT: -37.5; GL: 115.3; piston pin: 40x83; number of piston rings: 3 Lox, RTK T15 3 CR G3 M 2,5 DSF 4 CR → 80 00144 1 0 ...

	80 00144 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]
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	93 555 960	Piston: 93555600; Cylinder liner: 89091110
	93 555 961	Piston: 93555600; Cylinder liner: 89414110
	93 721 960	Piston: 93721600; Cylinder liner: 89091110

	89 091 110	T - Dry cylinder liner; finished; A=105.99 C=111 L=217 H=8.04
	89 414 110	T - Dry cylinder liner; finished; A=106.49 C=111 L=217 H=8.04, outside oversize + 0,50 mm

	2560	EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III	KK-10H
	2574	IN; 47 x 10 x 136.6 x S - - 45° - 1 - III	81-2540 EX; 16.04/ x 10.02 x 55 G1
	25127	IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III	81-25100 IN; 16.03/ x 10 x 60 G1
			81-2539 IN; 16.03/ x 10.02 x 65 G1



6		108	
	D 0824 Euro 1	FL 01, GF 04, LFO 01	
		1991 →	D LA 4 4580 cm ³ 2V 66-114 kW 90-155 PS 125
	D 0824 Euro 1	GF 03	
		1991 →	D AN 4 4580 cm ³ 2V 75 kW 102 PS 17:1 125
	D 0824	LUE 521, LUE 522, LUE 523, LUE 524	
		05.1994 →	D LA 4 4580 cm ³ 2V 81-108 kW 110-147 PS 125
	79 234 600	PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G 79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00	
	79 235 600	PAIR PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00	
	79 236 600	PAIR PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00	
	77 586 600	SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 77 586 610 0,25 / 77 586 620 0,50 / 77 586 630 0,75 / 77 586 640 1,00	
	77 588 600	SET PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 77 588 610 0,25 / 77 588 620 0,50 / 77 588 630 0,75 / 77 588 640 1,00	
	77 810 600	SET NW-L STD Ø 50.940 / 55.000 / 25.000 / 2.000 St/B	
	2560	EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III	
	25127	IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III	
	92-25012	IN; 51.1 x 41.7 x 7.5; G1; 30°	
			KK-10H
			81-25104 EX; 16.03/ x 10.02 x 55 G2
			81-2540 EX; 16.04/ x 10.02 x 55 G1
			81-25100 IN; 16.03/ x 10 x 60 G1
			81-25105 IN; 16.03/ x 10.02 x 60 G2
			81-2539 IN; 16.03/ x 10.02 x 65 G1

7		108	
	D 0824 Euro 1	L, LF 03, LF 04, LF 05, LF 06, LF 07, LF 08, LF 09, LF 10	
		D LA 4 4580 cm ³ 2V 103-118 kW 140-160 PS 16,5:1 125	
	D 0826 Euro 0	LF 03	
		D LA 6 6871 cm ³ 2V 165 kW 224 PS 16,5:1 125	

	94 412 600	Cyl. Ø: 108; KH: 73; VT1: -1.7; MT: -21.25; MØ: 63; GL: 113; piston pin: 40x90; number of piston rings: 3 RTK T15 3 CR G3 M 2,5 DSF 4 CR → 80 00146 1 0 ...	
	94 413 600	Cyl. Ø: 108; KH: 72.8; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.8; piston pin: 40x90; number of piston rings: 2 RTK DSF 4 CR T15 3 CR G3 M 2,5 → 80 00146 1 0 ...	
	94 414 600	Cyl. Ø: 108; KH: 72.6; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.6; piston pin: 40x90; number of piston rings: 3 RTK T15 3 CR G3 M 2,5 DSF 4 CR → 80 00146 1 0 ...	
	94 415 600	Cyl. Ø: 108; KH: 72.4; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.4; piston pin: 40x90; number of piston rings: 3 RTK T15 3 CR G3 M 2,5 DSF 4 CR → 80 00146 1 0 ...	
	80 00146 1 0 000	Cyl. Ø: 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]	
	94 412 961	Piston: 94412600; Cylinder liner: 89470110	
	94 412 962	Piston: 94412600; Cylinder liner: 89453110	
	94 412 963	Piston: 94412600; Cylinder liner: 89470190	
	94 413 961	Piston: 94413600; Cylinder liner: 89470110	
	94 413 962	Piston: 94413600; Cylinder liner: 89453110	

cont...



94 413 963	Piston: 94413600; Cylinder liner: 89470190
94 414 961	Piston: 94414600; Cylinder liner: 89470110
94 414 962	Piston: 94414600; Cylinder liner: 89453110
94 414 963	Piston: 94414600; Cylinder liner: 89470190
94 415 961	Piston: 94415600; Cylinder liner: 89470110
94 415 962	Piston: 94415600; Cylinder liner: 89453110
94 415 963	Piston: 94415600; Cylinder liner: 89470190

89 470 110	T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04
89 453 110	T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm
89 815 110	T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04
89 470 190	T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04

8

108



D 0824 Euro 1

LE 301

D LA 4 4580 cm³ 2V £ 16,5:1 125

D 0824 Euro 2

LOH 05

01.1999→01.2000 D LA 4 4580 cm³ 2V 114 kW 155 PS £ 16,5:1 125



94 416 600 Cyl. Ø: 108; KH: 73; VT1: -1.7; MT: -16.15; MØ: 70; GL: 113; piston pin: 40x90; number of piston rings: 3



RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ 80 00146 1 0 ...



94 417 600 Cyl. Ø: 108; KH: 72.8; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.8; piston pin: 40x90; number of piston rings: 3



RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ 80 00146 1 0 ...



94 418 600 Cyl. Ø: 108; KH: 72.6; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.6; piston pin: 40x90; number of piston rings: 3



RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ 80 00146 1 0 ...



94 419 600 Cyl. Ø: 108; KH: 72.4; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.4; piston pin: 40x90; number of piston rings: 3



RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ 80 00146 1 0 ...



80 00146 1 0 000 Cyl. Ø: 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]









94 416 961	Piston: 94416600; Cylinder liner: 89453110
94 416 962	Piston: 94416600; Cylinder liner: 89470110
94 416 963	Piston: 94416600; Cylinder liner: 89470190
94 417 961	Piston: 94417600; Cylinder liner: 89453110
94 417 962	Piston: 94417600; Cylinder liner: 89470110
94 417 963	Piston: 94417600; Cylinder liner: 89470190
94 418 961	Piston: 94418600; Cylinder liner: 89453110
94 418 962	Piston: 94418600; Cylinder liner: 89470110
94 418 963	Piston: 94418600; Cylinder liner: 89470190
94 419 961	Piston: 94419600; Cylinder liner: 89453110
94 419 962	Piston: 94419600; Cylinder liner: 89470110
94 419 963	Piston: 94419600; Cylinder liner: 89470190





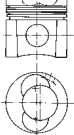
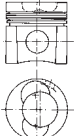
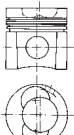
89 470 110	T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04
89 453 110	T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm
89 815 110	T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04
89 470 190	T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04




cont...



	79 234 600	PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G 79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00
	79 235 600	PAIR PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00
	79 236 600	PAIR PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00
	77 586 600	SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 77 586 610 0,25 / 77 586 620 0,50 / 77 586 630 0,75 / 77 586 640 1,00
	77 588 600	SET PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 77 588 610 0,25 / 77 588 620 0,50 / 77 588 630 0,75 / 77 588 640 1,00
	77 810 600	SET NW-L STD Ø 50.940 / 55.000 / 25.000 / 2.000 St/B
	2560	EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III
	25127	IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III
	92-25012	IN; 51.1 x 41.7 x 7.5; G1; 30°
		 KK-10H
		 81-25104 EX; 16.03/ x 10.02 x 55 G2
		 81-2540 EX; 16.04/ x 10.02 x 55 G1
		81-25100 IN; 16.03/ x 10 x 60 G1
		81-25105 IN; 16.03/ x 10.02 x 60 G2
		81-2539 IN; 16.03/ x 10.02 x 65 G1

9  **108**
D 0824 Euro 1 **LOH 02**
01.1992 → D LA 4 4580 cm³ 2V 114 kW 155 PS ⚙ 16,5:1 125

	94 412 600	Cyl. Ø: 108; KH: 73; VT1: -1.7; MT: -21.25; MØ: 63; GL: 113; piston pin: 40x90; number of piston rings: 3 RTK T15 3 CR G3 M 2,5 DSF 4 CR → 80 00146 1 0 ...
	94 413 600	Cyl. Ø: 108; KH: 72.8; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.8; piston pin: 40x90; number of piston rings: 2 RTK DSF 4 CR T15 3 CR G3 M 2,5 → 80 00146 1 0 ...
	94 414 600	Cyl. Ø: 108; KH: 72.6; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.6; piston pin: 40x90; number of piston rings: 3 RTK T15 3 CR G3 M 2,5 DSF 4 CR → 80 00146 1 0 ...
	94 415 600	Cyl. Ø: 108; KH: 72.4; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.4; piston pin: 40x90; number of piston rings: 3 RTK T15 3 CR G3 M 2,5 DSF 4 CR → 80 00146 1 0 ...

	80 00146 1 0 000	Cyl. Ø: 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]
	94 412 961	Piston: 94412600; Cylinder liner: 89470110
	94 412 962	Piston: 94412600; Cylinder liner: 89453110
	94 412 963	Piston: 94412600; Cylinder liner: 89470190
	94 413 961	Piston: 94413600; Cylinder liner: 89470110
	94 413 962	Piston: 94413600; Cylinder liner: 89453110
	94 413 963	Piston: 94413600; Cylinder liner: 89470190
	94 414 961	Piston: 94414600; Cylinder liner: 89470110
	94 414 962	Piston: 94414600; Cylinder liner: 89453110
	94 414 963	Piston: 94414600; Cylinder liner: 89470190
	94 415 961	Piston: 94415600; Cylinder liner: 89470110
	94 415 962	Piston: 94415600; Cylinder liner: 89453110
	94 415 963	Piston: 94415600; Cylinder liner: 89470190
	89 470 110	T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04
	89 453 110	T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm

cont...













TRW
EngineComponents








PIERBURG




MAN


89 815 110	T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04
89 470 190	T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04
 79 234 600	PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G 79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00
79 235 600	PAIR PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00
79 236 600	PAIR PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00
77 586 600	SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 77 586 610 0,25 / 77 586 620 0,50 / 77 586 630 0,75 / 77 586 640 1,00
77 588 600	SET PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 77 588 610 0,25 / 77 588 620 0,50 / 77 588 630 0,75 / 77 588 640 1,00
77 810 600	SET NW-L STD Ø 50.940 / 55.000 / 25.000 / 2.000 St/B
 2560	EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III
25127	IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III
 92-25012	IN; 51.1 x 41.7 x 7.5; G1; 30°
	 KK-10H
	 81-25104 EX; 16.03/ x 10.02 x 55 G2
	81-2540 EX; 16.04/ x 10.02 x 55 G1
	81-25100 IN; 16.03/ x 10 x 60 G1
	81-25105 IN; 16.03/ x 10.02 x 60 G2
	81-2539 IN; 16.03/ x 10.02 x 65 G1


10	 108
 D 0826 Euro 0	F 02, GFA, GFA 03, OH, OH 01 04.1987→ D AN 6 6871 cm³ 2V 110-114 kW 150-155 PS  125
D 0826	FR 02 D AN 6 6871 cm³ 2V  125
D 0826 Euro 1	GFA 04, OH 03 1991→ D AN 6 6871 cm³ 2V 107 kW 145 PS  125

 91 074 600	Cyl. Ø: 108; KH: 72.9; MT: -21.52; MØ: 63; GL: 112.9; piston pin: 40x83; number of piston rings: 3 RTK R 2,5 CR G3 M 2,5 DSF 4 CR → 80 00374 1 0 ...
 	
 	
91 075 600	Cyl. Ø: 108; KH: 72.7; MT: -21.52; MØ: 63; GL: 112.7; piston pin: 40x83; number of piston rings: 3 RTK R 2,5 CR G3 M 2,5 DSF 4 CR → 80 00374 1 0 ...
 	

 80 00374 1 0 000	Cyl. Ø: 108; Set: 1; [R G3 CR 2.5] [M 2.5] [DSF CR 4]
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 91 074 961	Piston: 91074600; Cylinder liner: 89453110
91 074 962	Piston: 91074600; Cylinder liner: 89470110
91 074 963	Piston: 91074600; Cylinder liner: 89470190
91 075 961	Piston: 91075600; Cylinder liner: 89453110
91 075 962	Piston: 91075600; Cylinder liner: 89470110
91 075 963	Piston: 91075600; Cylinder liner: 89470190

 89 470 110	T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04
89 453 110	T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm
89 815 110	T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04
89 470 190	T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04

 79 234 600	PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G 79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00
79 235 600	PAIR PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00
79 236 600	PAIR PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00
77 587 600	SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 77 587 610 0,25 / 77 587 620 0,50 / 77 587 630 0,75 / 77 587 640 1,00
77 589 600	SET PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 77 589 610 0,25 / 77 589 620 0,50 / 77 589 630 0,75 / 77 589 640 1,00
77 811 600	SET NW-L STD Ø 50.940 / 55.000 / 25.000 / 2.000 St/B





cont...







TRW
EngineComponents








MAN



	2560	EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III		KK-10H
	25127	IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III		81-25104 EX; 16.03/ x 10.02 x 55 G2
	92-25012	IN; 51.1 x 41.7 x 7.5; G1; 30°		81-2540 EX; 16.04/ x 10.02 x 55 G1
				81-25100 IN; 16.03/ x 10 x 60 G1
				81-25105 IN; 16.03/ x 10.02 x 60 G2
				81-2539 IN; 16.03/ x 10.02 x 65 G1

11  **108**
D 0826 Euro 0 **GF 03**
1991 → D AN 6 6871 cm³ 2V 110 kW 150 PS €17:1 125

	80 00374 1 0 000	Cyl. Ø: 108; Set: 1; [R G3 CR 2.5] [M 2.5] [DSF CR 4]
	89 470 110	T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04
	89 453 110	T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm
	89 815 110	T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04
	89 470 190	T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04
	79 234 600	PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G 79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00
	79 235 600	PAIR PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00
	79 236 600	PAIR PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00
	77 587 600	SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 77 587 610 0,25 / 77 587 620 0,50 / 77 587 630 0,75 / 77 587 640 1,00
	77 589 600	SET PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 77 589 610 0,25 / 77 589 620 0,50 / 77 589 630 0,75 / 77 589 640 1,00
	77 811 600	SET NW-L STD Ø 50.940 / 55.000 / 25.000 / 2.000 St/B

	2560	EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III		KK-10H
	25127	IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III		81-25104 EX; 16.03/ x 10.02 x 55 G2
	92-25012	IN; 51.1 x 41.7 x 7.5; G1; 30°		81-2540 EX; 16.04/ x 10.02 x 55 G1
				81-25100 IN; 16.03/ x 10 x 60 G1
				81-25105 IN; 16.03/ x 10.02 x 60 G2
				81-2539 IN; 16.03/ x 10.02 x 65 G1

12  **108**
D 0826 **GFO 01, GFO 03, GFO 04**
D AN 6 6871 cm³ 2V 125

	D 0826 Euro 1	L, LE 101, LE 102, LE 103, LXE 20 1991 → D LA 6 6871 cm ³ 2V 140-184 kW 190-250 PS 125
	D 0826	LE, LE 20, LE 21, LE 40, LE 533 02.1989 → D LA 6 6871 cm ³ 2V 141-199 kW 192-271 PS 125
	D 0826 Euro 2	LE 201 1997 → D LA 6 6871 cm ³ 2V 151-188 kW 205-256 PS 125
	D 0826 Euro 2	LUH 18 D LA 6 6871 cm ³ 2V 191 kW 260 PS €17,4:1 120
	D 0826	TE 101 08.1990 → D A 6 6596 cm ³ 2V 132 kW 179 PS €18:1 120
	79 234 600	PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G 79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00
	79 235 600	PAIR PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00
	79 236 600	PAIR PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00
	77 587 600	SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 77 587 610 0,25 / 77 587 620 0,50 / 77 587 630 0,75 / 77 587 640 1,00
	77 589 600	SET PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 77 589 610 0,25 / 77 589 620 0,50 / 77 589 630 0,75 / 77 589 640 1,00
	77 811 600	SET NW-L STD Ø 50.940 / 55.000 / 25.000 / 2.000 St/B



13



108



D 0826

LE 10

11.1990→

D LA 6

6871 cm³

2V

165 kW

224 PS

125



94 412 600



Cyl. Ø: 108; KH: 73; VT1: -1.7; MT: -21.25; MØ: 63; GL: 113; piston pin: 40x90; number of piston rings: 3

RTK

T15 3 CR G3

M 2,5

DSF 4 CR

→ **80 00146 1 0 ...**

94 413 600



Cyl. Ø: 108; KH: 72.8; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.8; piston pin: 40x90; number of piston rings: 2

RTK

DSF 4 CR

T15 3 CR G3

M 2,5

→ **80 00146 1 0 ...**

94 414 600



Cyl. Ø: 108; KH: 72.6; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.6; piston pin: 40x90; number of piston rings: 3

RTK

T15 3 CR G3

M 2,5

DSF 4 CR

→ **80 00146 1 0 ...**

94 415 600



Cyl. Ø: 108; KH: 72.4; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.4; piston pin: 40x90; number of piston rings: 3

RTK

T15 3 CR G3

M 2,5

DSF 4 CR

→ **80 00146 1 0 ...**



80 00146 1 0 000

Cyl. Ø: 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]

M



94 412 961

Piston: 94412600; Cylinder liner: 89470110

94 412 962

Piston: 94412600; Cylinder liner: 89453110

94 412 963

Piston: 94412600; Cylinder liner: 89470190

94 413 961

Piston: 94413600; Cylinder liner: 89470110

94 413 962

Piston: 94413600; Cylinder liner: 89453110

94 413 963

Piston: 94413600; Cylinder liner: 89470190

94 414 961

Piston: 94414600; Cylinder liner: 89470110

94 414 962

Piston: 94414600; Cylinder liner: 89453110

94 414 963

Piston: 94414600; Cylinder liner: 89470190

94 415 961

Piston: 94415600; Cylinder liner: 89470110

94 415 962

Piston: 94415600; Cylinder liner: 89453110

94 415 963

Piston: 94415600; Cylinder liner: 89470190



89 470 110

T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04

89 453 110

T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm

89 815 110

T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04

89 470 190

T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04



79 234 600

PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G

79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00

79 235 600

PAIR PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G

79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00

79 236 600

PAIR PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1

79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00

77 587 600

SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G

77 587 610 0,25 / 77 587 620 0,50 / 77 587 630 0,75 / 77 587 640 1,00

77 589 600

SET PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1

77 589 610 0,25 / 77 589 620 0,50 / 77 589 630 0,75 / 77 589 640 1,00

77 811 600

SET NW-L STD Ø 50.940 / 55.000 / 25.000 / 2.000 St/B



14

108



D 0826

LE 51, LE 52, LUE, LUE 130, LUE 160, LUE 502, LUE 504, LUE 51, LUE 52

08.1990 → D LA 6 6871 cm³ 2V 96-147 kW 130-200 PS ξ 17:1 \bar{H} 125

D 0826

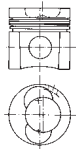
TUE 51

01.1988 → D A 6 6871 cm³ 2V 132 kW 180 PS ξ 17:1 \bar{H} 125



93 137 600

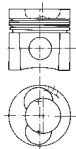
Cyl. \varnothing : 108; KH: 73; VT1: -1.7; MT: -20.5; M \varnothing : 63; GL: 113; piston pin: 40x90; number of piston rings: 3



RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ 80 00146 1 0 ...

93 138 600

Cyl. \varnothing : 108; KH: 72.8; VT1: -1.7; MT: -20.5; M \varnothing : 63; GL: 112.8; piston pin: 40x90; number of piston rings: 3



RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ 80 00146 1 0 ...



80 00146 1 0 000

Cyl. \varnothing : 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]



93 137 961

Piston: 93137600; Cylinder liner: 89453110

93 137 962

Piston: 93137600; Cylinder liner: 89470110

93 137 963

Piston: 93137600; Cylinder liner: 89470190

93 138 961

Piston: 93138600; Cylinder liner: 89470110

93 138 962

Piston: 93138600; Cylinder liner: 89453110

93 138 963

Piston: 93138600; Cylinder liner: 89470190



89 470 110

T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04

89 453 110

T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm

89 815 110

T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04

89 470 190

T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04



79 234 600

PAIR HL STD \varnothing 77.000 / 82.000 / 26.000 / 2.480 St/B/G
79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00

79 235 600

PAIR PASS-L STD \varnothing 77.000 / 82.000 / 33.850 / 2.480 St/B/G
79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00

79 236 600

PAIR PL STD \varnothing 65.000 / 69.000 / 31.000 / 1.987 St/B/G1
79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00

77 587 600

SET HL STD \varnothing 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD \varnothing 77.000 / 82.000 / 33.850 / 2.480 St/B/G
77 587 610 0,25 / 77 587 620 0,50 / 77 587 630 0,75 / 77 587 640 1,00

77 589 600

SET PL STD \varnothing 65.000 / 69.000 / 31.000 / 1.987 St/B/G1
77 589 610 0,25 / 77 589 620 0,50 / 77 589 630 0,75 / 77 589 640 1,00

77 811 600

SET NW-L STD \varnothing 50.940 / 55.000 / 25.000 / 2.000 St/B

15

108



D 0826 Euro 1

LE 521, LE 522, LE 523, LE 524, LE 530, LE 531

1993 → D LA 6 6871 cm³ 2V 125-191 kW 170-260 PS \bar{H} 125

D 0826

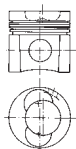
LUE 501, LUE 503

10.1990 → D LA 6 6871 cm³ 2V 110-140 kW 150-190 PS ξ 17:1 \bar{H} 125



93 137 600

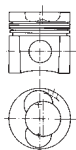
Cyl. \varnothing : 108; KH: 73; VT1: -1.7; MT: -20.5; M \varnothing : 63; GL: 113; piston pin: 40x90; number of piston rings: 3



RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ 80 00146 1 0 ...

93 138 600

Cyl. \varnothing : 108; KH: 72.8; VT1: -1.7; MT: -20.5; M \varnothing : 63; GL: 112.8; piston pin: 40x90; number of piston rings: 3



RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ 80 00146 1 0 ...



80 00146 1 0 000

Cyl. \varnothing : 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]



93 137 961

Piston: 93137600; Cylinder liner: 89453110

93 137 962

Piston: 93137600; Cylinder liner: 89470110

cont...

M



TRW
EngineComponents

PIERBURG



MAN

93 137 963	Piston: 93137600; Cylinder liner: 89470190
93 138 961	Piston: 93138600; Cylinder liner: 89470110
93 138 962	Piston: 93138600; Cylinder liner: 89453110
93 138 963	Piston: 93138600; Cylinder liner: 89470190
89 470 110	T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04
89 453 110	T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm
89 815 110	T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04
89 470 190	T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04
79 234 600	PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G 79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00
79 235 600	PAIR PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00
79 236 600	PAIR PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00
77 587 600	SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 77 587 610 0,25 / 77 587 620 0,50 / 77 587 630 0,75 / 77 587 640 1,00
77 589 600	SET PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 77 589 610 0,25 / 77 589 620 0,50 / 77 589 630 0,75 / 77 589 640 1,00
77 811 600	SET NW-L STD Ø 50.940 / 55.000 / 25.000 / 2.000 St/B
2560	EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III
25127	IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III
92-25012	IN; 51.1 x 41.7 x 7.5; G1; 30°
KK-10H	
81-25104	EX; 16.03/ x 10.02 x 55 G2
81-2540	EX; 16.04/ x 10.02 x 55 G1
81-25100	IN; 16.03/ x 10 x 60 G1
81-25105	IN; 16.03/ x 10.02 x 60 G2
81-2539	IN; 16.03/ x 10.02 x 65 G1

16	108
D 0826 Euro 1	LE 527, LOH 11, LOH 13 1992→ D LA 6 6871 cm³ 2V 140-169 kW 190-230 PS 125
D 0826 Euro 2	LOH 09 1992→ D LA 6 6871 cm³ 2V 169 kW 230 PS 125
D 0826	TE 520, TUE 501 10.1990→ D A 6 6596 cm³ 2V 96-125 kW 131-170 PS 120

79 234 600	PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G 79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00
79 235 600	PAIR PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00
79 236 600	PAIR PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00
77 587 600	SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 77 587 610 0,25 / 77 587 620 0,50 / 77 587 630 0,75 / 77 587 640 1,00
77 589 600	SET PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 77 589 610 0,25 / 77 589 620 0,50 / 77 589 630 0,75 / 77 589 640 1,00
77 811 600	SET NW-L STD Ø 50.940 / 55.000 / 25.000 / 2.000 St/B
2560	EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III
25127	IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III
92-25012	IN; 51.1 x 41.7 x 7.5; G1; 30°
KK-10H	
81-25104	EX; 16.03/ x 10.02 x 55 G2
81-2540	EX; 16.04/ x 10.02 x 55 G1
81-25100	IN; 16.03/ x 10 x 60 G1
81-25105	IN; 16.03/ x 10.02 x 60 G2
81-2539	IN; 16.03/ x 10.02 x 65 G1

17	108
D 0826 Euro 1	LE 528, LE 532 05.1996→ D LA 6 6871 cm³ 2V 125
2560	EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III
25127	IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III
92-25012	IN; 51.1 x 41.7 x 7.5; G1; 30°
KK-10H	
81-25104	EX; 16.03/ x 10.02 x 55 G2
81-2540	EX; 16.04/ x 10.02 x 55 G1
81-25100	IN; 16.03/ x 10 x 60 G1
81-25105	IN; 16.03/ x 10.02 x 60 G2
81-2539	IN; 16.03/ x 10.02 x 65 G1



18



108



D 0826 Euro 0

LF 02, LOH 04

02.1990 →

D LA 6 6871 cm³ 2V 169 kW 230 PS 125

D 0826 Euro 1

LF 04, LOH 07

07.1994 →

D LA 6 6871 cm³ 2V 169-198 kW 230-270 PS 125

D 0826 Euro 0

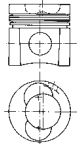
LF 06

10.1992 → 05.1994

D A 6 6871 cm³ 2V 169 kW 230 PS 16,5:1 125



94 412 600



Cyl. Ø: 108; KH: 73; VT1: -1.7; MT: -21.25; MØ: 63; GL: 113; piston pin: 40x90; number of piston rings: 3

RTK

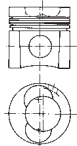
T15 3 CR G3

M 2,5

DSF 4 CR

→ **80 00146 1 0 ...**

94 413 600



Cyl. Ø: 108; KH: 72.8; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.8; piston pin: 40x90; number of piston rings: 2

RTK

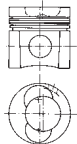
DSF 4 CR

T15 3 CR G3

M 2,5

→ **80 00146 1 0 ...**

94 414 600



Cyl. Ø: 108; KH: 72.6; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.6; piston pin: 40x90; number of piston rings: 3

RTK

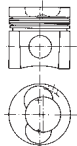
T15 3 CR G3

M 2,5

DSF 4 CR

→ **80 00146 1 0 ...**

94 415 600



Cyl. Ø: 108; KH: 72.4; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.4; piston pin: 40x90; number of piston rings: 3

RTK

T15 3 CR G3

M 2,5

DSF 4 CR

→ **80 00146 1 0 ...**



80 00146 1 0 000

Cyl. Ø: 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]



94 412 961

Piston: 94412600; Cylinder liner: 89470110

94 412 962

Piston: 94412600; Cylinder liner: 89453110

94 412 963

Piston: 94412600; Cylinder liner: 89470190

94 413 961

Piston: 94413600; Cylinder liner: 89470110

94 413 962

Piston: 94413600; Cylinder liner: 89453110

94 413 963

Piston: 94413600; Cylinder liner: 89470190

94 414 961

Piston: 94414600; Cylinder liner: 89470110

94 414 962

Piston: 94414600; Cylinder liner: 89453110

94 414 963

Piston: 94414600; Cylinder liner: 89470190

94 415 961

Piston: 94415600; Cylinder liner: 89470110

94 415 962

Piston: 94415600; Cylinder liner: 89453110

94 415 963

Piston: 94415600; Cylinder liner: 89470190



89 470 110

T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04

89 453 110

T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm

89 815 110

T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04

89 470 190

T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04



79 234 600

PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G

79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00

79 235 600

PAIR PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G

79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00

79 236 600

PAIR PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1

79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00

77 587 600

SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G

77 587 610 0,25 / 77 587 620 0,50 / 77 587 630 0,75 / 77 587 640 1,00

77 589 600

SET PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1

77 589 610 0,25 / 77 589 620 0,50 / 77 589 630 0,75 / 77 589 640 1,00

77 811 600

SET NW-L STD Ø 50.940 / 55.000 / 25.000 / 2.000 St/B

cont...

M










TRW
EngineComponents


PIERBURG







MAN



	2560	EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III		KK-10H
	25127	IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III		81-25104 EX; 16.03/ x 10.02 x 55 G2
	92-25012	IN; 51.1 x 41.7 x 7.5; G1; 30°		81-2540 EX; 16.04/ x 10.02 x 55 G1
				81-25100 IN; 16.03/ x 10 x 60 G1
				81-25105 IN; 16.03/ x 10.02 x 60 G2
				81-2539 IN; 16.03/ x 10.02 x 65 G1
	50 005 630	Impeller diameter 135 mm		
	50 005 631	Impeller diameter 125 mm		


19		108
	D 0826 Euro 1	LF 09, LOH 08
		1992 →
		D LA 6 6871 cm ³ 2V 169-198 kW 230-269 PS
		125

	79 234 600	PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G 79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00
	79 235 600	PAIR PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00
	79 236 600	PAIR PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00
	77 587 600	SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 77 587 610 0,25 / 77 587 620 0,50 / 77 587 630 0,75 / 77 587 640 1,00
	77 589 600	SET PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 77 589 610 0,25 / 77 589 620 0,50 / 77 589 630 0,75 / 77 589 640 1,00
	77 811 600	SET NW-L STD Ø 50.940 / 55.000 / 25.000 / 2.000 St/B


	2560	EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III		KK-10H
	25127	IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III		81-25104 EX; 16.03/ x 10.02 x 55 G2
	92-25012	IN; 51.1 x 41.7 x 7.5; G1; 30°		81-2540 EX; 16.04/ x 10.02 x 55 G1
				81-25100 IN; 16.03/ x 10 x 60 G1
				81-25105 IN; 16.03/ x 10.02 x 60 G2
				81-2539 IN; 16.03/ x 10.02 x 65 G1

	50 005 630	Impeller diameter 135 mm
	50 005 631	Impeller diameter 125 mm


20		108
	D 0826 Euro 2	LF 11
		03.1994 →
		D LA 6 6871 cm ³ 2V 162 kW 220 PS
		18:1 125

	94 416 600	Cyl. Ø: 108; KH: 73; VT1: -1.7; MT: -16.15; MØ: 70; GL: 113; piston pin: 40x90; number of piston rings: 3 RTK T15 3 CR G3 M 2,5 DSF 4 CR → 80 00146 1 0 ...
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	94 417 600	Cyl. Ø: 108; KH: 72.8; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.8; piston pin: 40x90; number of piston rings: 3 RTK T15 3 CR G3 M 2,5 DSF 4 CR → 80 00146 1 0 ...
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	94 418 600	Cyl. Ø: 108; KH: 72.6; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.6; piston pin: 40x90; number of piston rings: 3 RTK T15 3 CR G3 M 2,5 DSF 4 CR → 80 00146 1 0 ...
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cont...



94 419 600



Cyl. Ø: 108; KH: 72.4; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.4; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

80 00146 1 0 000

Cyl. Ø: 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]

94 416 961



Piston: 94416600; Cylinder liner: 89453110

94 416 962

Piston: 94416600; Cylinder liner: 89470110

94 416 963

Piston: 94416600; Cylinder liner: 89470190

94 417 961

Piston: 94417600; Cylinder liner: 89453110

94 417 962

Piston: 94417600; Cylinder liner: 89470110

94 417 963

Piston: 94417600; Cylinder liner: 89470190

94 418 961

Piston: 94418600; Cylinder liner: 89453110

94 418 962

Piston: 94418600; Cylinder liner: 89470110

94 418 963

Piston: 94418600; Cylinder liner: 89470190

94 419 961

Piston: 94419600; Cylinder liner: 89453110

94 419 962

Piston: 94419600; Cylinder liner: 89470110

94 419 963

Piston: 94419600; Cylinder liner: 89470190

89 470 110



T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04

89 453 110

T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm

89 815 110

T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04

89 470 190

T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04

79 234 600



PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G
79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00

79 235 600

PAIR PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G
79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00

79 236 600

PAIR PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1
79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00

77 587 600

SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G
77 587 610 0,25 / 77 587 620 0,50 / 77 587 630 0,75 / 77 587 640 1,00

77 589 600

SET PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1
77 589 610 0,25 / 77 589 620 0,50 / 77 589 630 0,75 / 77 589 640 1,00

77 811 600

SET NW-L STD Ø 50.940 / 55.000 / 25.000 / 2.000 St/B

2560



EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III

25127

IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III

92-25012



IN; 51.1 x 41.7 x 7.5; G1; 30°



KK-10H



81-25104 EX; 16.03/ x 10.02 x 55 G2

81-2540 EX; 16.04/ x 10.02 x 55 G1

81-25100 IN; 16.03/ x 10 x 60 G1

81-25105 IN; 16.03/ x 10.02 x 60 G2

81-2539 IN; 16.03/ x 10.02 x 65 G1

50 005 630



Impeller diameter 135 mm

50 005 631

Impeller diameter 125 mm

21

108

D 0826 Euro 2

LF 12

D LA 6 6871 cm³ 2V 140 kW 190 PS ⚙ 18:1 125

94 416 600



Cyl. Ø: 108; KH: 73; VT1: -1.7; MT: -16.15; MØ: 70; GL: 113; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

94 417 600



Cyl. Ø: 108; KH: 72.8; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.8; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

cont...

M



94 418 600



Cyl. Ø: 108; KH: 72.6; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.6; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

94 419 600



Cyl. Ø: 108; KH: 72.4; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.4; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

80 00146 1 0 000

Cyl. Ø: 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]

94 416 961

Piston: 94416600; Cylinder liner: 89453110

94 416 962

Piston: 94416600; Cylinder liner: 89470110

94 416 963

Piston: 94416600; Cylinder liner: 89470190

94 417 961

Piston: 94417600; Cylinder liner: 89453110

94 417 962

Piston: 94417600; Cylinder liner: 89470110

94 417 963

Piston: 94417600; Cylinder liner: 89470190

94 418 961

Piston: 94418600; Cylinder liner: 89453110

94 418 962

Piston: 94418600; Cylinder liner: 89470110

94 418 963

Piston: 94418600; Cylinder liner: 89470190

94 419 961

Piston: 94419600; Cylinder liner: 89453110

94 419 962

Piston: 94419600; Cylinder liner: 89470110

94 419 963

Piston: 94419600; Cylinder liner: 89470190

89 470 110

T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04

89 453 110

T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm

89 815 110

T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04

89 470 190

T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04

2560

EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III

25127

IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III

92-25012

IN; 51.1 x 41.7 x 7.5; G1; 30°



KK-10H



81-25104

EX; 16.03/ x 10.02 x 55 G2

81-2540

EX; 16.04/ x 10.02 x 55 G1

81-25100

IN; 16.03/ x 10 x 60 G1

81-25105

IN; 16.03/ x 10.02 x 60 G2

81-2539

IN; 16.03/ x 10.02 x 65 G1

M

22



108

D 0826 Euro 2

LF 16

D LA 6 6871 cm³ 2V 206 kW 280 PS £ 18:1 125

94 416 600



Cyl. Ø: 108; KH: 73; VT1: -1.7; MT: -16.15; MØ: 70; GL: 113; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

94 417 600



Cyl. Ø: 108; KH: 72.8; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.8; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

94 418 600



Cyl. Ø: 108; KH: 72.6; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.6; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

cont...



94 419 600



Cyl. Ø: 108; KH: 72.4; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.4; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

80 00146 1 0 000

Cyl. Ø: 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]

94 416 961



Piston: 94416600; Cylinder liner: 89453110

94 416 962

Piston: 94416600; Cylinder liner: 89470110

94 416 963

Piston: 94416600; Cylinder liner: 89470190

94 417 961

Piston: 94417600; Cylinder liner: 89453110

94 417 962

Piston: 94417600; Cylinder liner: 89470110

94 417 963

Piston: 94417600; Cylinder liner: 89470190

94 418 961

Piston: 94418600; Cylinder liner: 89453110

94 418 962

Piston: 94418600; Cylinder liner: 89470110

94 418 963

Piston: 94418600; Cylinder liner: 89470190

94 419 961

Piston: 94419600; Cylinder liner: 89453110

94 419 962

Piston: 94419600; Cylinder liner: 89470110

94 419 963

Piston: 94419600; Cylinder liner: 89470190

89 470 110



T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04

89 453 110

T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm

89 815 110

T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04

89 470 190

T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04

23

108



D 0826 Euro 0

LFG 01

01.1991 →

D LA 6

6871 cm³

2V

140 kW

190 PS

ε 17:1

125

79 234 600



PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G
79 234 610 0,25 / **79 234 620** 0,50 / **79 234 630** 0,75 / **79 234 640** 1,00

79 235 600

PAIR PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G
79 235 610 0,25 / **79 235 620** 0,50 / **79 235 630** 0,75 / **79 235 640** 1,00

79 236 600

PAIR PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1
79 236 610 0,25 / **79 236 620** 0,50 / **79 236 630** 0,75 / **79 236 640** 1,00

77 587 600

SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G
77 587 610 0,25 / **77 587 620** 0,50 / **77 587 630** 0,75 / **77 587 640** 1,00

77 589 600

SET PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1
77 589 610 0,25 / **77 589 620** 0,50 / **77 589 630** 0,75 / **77 589 640** 1,00

77 811 600

SET NW-L STD Ø 50.940 / 55.000 / 25.000 / 2.000 St/B

2560



EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III



KK-10H

25127

IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III



81-25104

EX; 16.03/ x 10.02 x 55 G2

92-25012



IN; 51.1 x 41.7 x 7.5; G1; 30°

81-2540

EX; 16.04/ x 10.02 x 55 G1

81-25100

IN; 16.03/ x 10 x 60 G1

81-25105

IN; 16.03/ x 10.02 x 60 G2

81-2539

IN; 16.03/ x 10.02 x 65 G1

50 005 631



Impeller diameter 125 mm

24

108



D 0826 Euro 0

LFG 03, LFG 04

D LA 6

6871 cm³

2V

140-169 kW

190-230 PS

ε 16,5:1

125

D 0826 Euro 1

LFG 05, LFG 07

D LA 6

6871 cm³

2V

140-198 kW

190-269 PS

ε 16,5:1

125

94 412 600



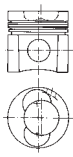
Cyl. Ø: 108; KH: 73; VT1: -1.7; MT: -21.25; MØ: 63; GL: 113; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

cont...

M

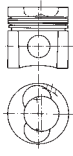


94 413 600



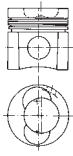
Cyl. Ø: 108; KH: 72.8; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.8; piston pin: 40x90; number of piston rings: 2
RTK
DSF 4 CR
T15 3 CR G3
M 2,5
→ **80 00146 1 0 ...**

94 414 600



Cyl. Ø: 108; KH: 72.6; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.6; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

94 415 600



Cyl. Ø: 108; KH: 72.4; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.4; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

80 00146 1 0 000

Cyl. Ø: 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]

94 412 961

Piston: 94412600; Cylinder liner: 89470110

94 412 962

Piston: 94412600; Cylinder liner: 89453110

94 412 963

Piston: 94412600; Cylinder liner: 89470190

94 413 961

Piston: 94413600; Cylinder liner: 89470110

94 413 962

Piston: 94413600; Cylinder liner: 89453110

94 413 963

Piston: 94413600; Cylinder liner: 89470190

94 414 961

Piston: 94414600; Cylinder liner: 89470110

94 414 962

Piston: 94414600; Cylinder liner: 89453110

94 414 963

Piston: 94414600; Cylinder liner: 89470190

94 415 961

Piston: 94415600; Cylinder liner: 89470110

94 415 962

Piston: 94415600; Cylinder liner: 89453110

94 415 963

Piston: 94415600; Cylinder liner: 89470190

89 470 110

T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04

89 453 110

T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm

89 815 110

T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04

89 470 190

T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04

2560

EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III

25127

IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III

92-25012

IN; 51.1 x 41.7 x 7.5; G1; 30°



KK-10H



81-25104

EX; 16.03/ x 10.02 x 55 G2

81-2540

EX; 16.04/ x 10.02 x 55 G1

81-25100

IN; 16.03/ x 10 x 60 G1

81-25105

IN; 16.03/ x 10.02 x 60 G2

81-2539

IN; 16.03/ x 10.02 x 65 G1

25



108

D 0826 Euro 2

LFG 15, LFG 16, LOH 17, LOH 18, LOH 19

01.1996 →

D

LA

6

6871 cm³

2V

162-191 kW

220-260 PS

125

94 416 600



Cyl. Ø: 108; KH: 73; VT1: -1.7; MT: -16.15; MØ: 70; GL: 113; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

94 417 600



Cyl. Ø: 108; KH: 72.8; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.8; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

94 417 600



cont...



94 418 600



Cyl. Ø: 108; KH: 72.6; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.6; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

94 419 600



Cyl. Ø: 108; KH: 72.4; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.4; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

80 00146 1 0 000

Cyl. Ø: 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]

94 416 961

Piston: 94416600; Cylinder liner: 89453110

94 416 962

Piston: 94416600; Cylinder liner: 89470110

94 416 963

Piston: 94416600; Cylinder liner: 89470190

94 417 961

Piston: 94417600; Cylinder liner: 89453110

94 417 962

Piston: 94417600; Cylinder liner: 89470110

94 417 963

Piston: 94417600; Cylinder liner: 89470190

94 418 961

Piston: 94418600; Cylinder liner: 89453110

94 418 962

Piston: 94418600; Cylinder liner: 89470110

94 418 963

Piston: 94418600; Cylinder liner: 89470190

94 419 961

Piston: 94419600; Cylinder liner: 89453110

94 419 962

Piston: 94419600; Cylinder liner: 89470110

94 419 963

Piston: 94419600; Cylinder liner: 89470190

89 470 110

T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04

89 453 110

T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm

89 815 110

T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04

89 470 190

T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04

79 234 600

PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G
79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00

79 235 600

PAIR PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G
79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00

79 236 600

PAIR PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1
79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00

77 587 600

SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G
77 587 610 0,25 / 77 587 620 0,50 / 77 587 630 0,75 / 77 587 640 1,00

77 589 600

SET PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1
77 589 610 0,25 / 77 589 620 0,50 / 77 589 630 0,75 / 77 589 640 1,00

77 811 600

SET NW-L STD Ø 50.940 / 55.000 / 25.000 / 2.000 St/B

2560

EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III

25127

IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III

92-25012

IN; 51.1 x 41.7 x 7.5; G1; 30°

KK-10H

81-25104

EX; 16.03/ x 10.02 x 55 G2

81-2540

EX; 16.04/ x 10.02 x 55 G1

81-25100

IN; 16.03/ x 10 x 60 G1

81-25105

IN; 16.03/ x 10.02 x 60 G2

81-2539

IN; 16.03/ x 10.02 x 65 G1

26

108



D 0826 Euro 1

LFL, LOH 10, LUH 10

1991 → D LA 6 6871 cm³ 2V 162-198 kW 220-269 PS 125

D 0826

LOH 12, LUH213

06.1991 → D LA 6 6871 cm³ 2V 140-157 kW 190-214 PS 16,5:1 125

D 0826 Euro 0

LUH 04








1991 → D LA 6 6871 cm³ 2V 157 kW 213 PS 16,5:1 125


D 0826 Euro 2


LUH 08


1992 → D LA 6 6871 cm³ 2V 162 kW 220 PS 16,5:1 125





	94 412 600	Cyl. Ø: 108; KH: 73; VT1: -1.7; MT: -21.25; MØ: 63; GL: 113; piston pin: 40x90; number of piston rings: 3 RTK T15 3 CR G3 M 2,5 DSF 4 CR → 80 00146 1 0 ...
 	94 413 600	Cyl. Ø: 108; KH: 72.8; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.8; piston pin: 40x90; number of piston rings: 2 RTK DSF 4 CR T15 3 CR G3 M 2,5 → 80 00146 1 0 ...
 	94 414 600	Cyl. Ø: 108; KH: 72.6; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.6; piston pin: 40x90; number of piston rings: 3 RTK T15 3 CR G3 M 2,5 DSF 4 CR → 80 00146 1 0 ...
 	94 415 600	Cyl. Ø: 108; KH: 72.4; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.4; piston pin: 40x90; number of piston rings: 3 RTK T15 3 CR G3 M 2,5 DSF 4 CR → 80 00146 1 0 ...

 **80 00146 1 0 000** Cyl. Ø: 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]

	94 412 961	Piston: 94412600; Cylinder liner: 89470110
	94 412 962	Piston: 94412600; Cylinder liner: 89453110
	94 412 963	Piston: 94412600; Cylinder liner: 89470190
	94 413 961	Piston: 94413600; Cylinder liner: 89470110
	94 413 962	Piston: 94413600; Cylinder liner: 89453110
	94 413 963	Piston: 94413600; Cylinder liner: 89470190
	94 414 961	Piston: 94414600; Cylinder liner: 89470110
	94 414 962	Piston: 94414600; Cylinder liner: 89453110
	94 414 963	Piston: 94414600; Cylinder liner: 89470190
	94 415 961	Piston: 94415600; Cylinder liner: 89470110
	94 415 962	Piston: 94415600; Cylinder liner: 89453110
	94 415 963	Piston: 94415600; Cylinder liner: 89470190

	89 470 110	T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04
	89 453 110	T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm
	89 815 110	T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04
	89 470 190	T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04

	79 234 600	PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G 79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00
	79 235 600	PAIR PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00
	79 236 600	PAIR PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00
	77 587 600	SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G 77 587 610 0,25 / 77 587 620 0,50 / 77 587 630 0,75 / 77 587 640 1,00
	77 589 600	SET PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1 77 589 610 0,25 / 77 589 620 0,50 / 77 589 630 0,75 / 77 589 640 1,00
	77 811 600	SET NW-L STD Ø 50.940 / 55.000 / 25.000 / 2.000 St/B

 **2560** EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III

25127 IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III

 **92-25012** IN; 51.1 x 41.7 x 7.5; G1; 30°

 **KK-10H**

 **81-25104** EX; 16.03/ x 10.02 x 55 G2

81-2540 EX; 16.04/ x 10.02 x 55 G1

81-25100 IN; 16.03/ x 10 x 60 G1

81-25105 IN; 16.03/ x 10.02 x 60 G2

81-2539 IN; 16.03/ x 10.02 x 65 G1



TRW
EngineComponents



MAN

27

108



D 0826 Euro 2

LFX

1996 →

D LA 6 6871 cm³ 2V 191 kW 260 PS ϵ 16,5:1 125



94 487 600



Cyl. \varnothing : 108; KH: 73; VT1: -1.7; MT: -17.78; M \varnothing : 70; GL: 113; piston pin: 40x90; number of piston rings: 3

Lox, RTK

T15 3 CR G3

M 2,5

DSF 4 CR

→ **80 00146 1 0 ...**



94 488 600



Cyl. \varnothing : 108; KH: 72.8; VT1: -1.7; MT: -17.78; M \varnothing : 70; GL: 112.8; piston pin: 40x90; number of piston rings: 3

Lox, RTK

T15 3 CR G3

M 2,5

DSF 4 CR

→ **80 00146 1 0 ...**



80 00146 1 0 000

Cyl. \varnothing : 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]



94 487 961

Piston: 94487600; Cylinder liner: 89453110

94 487 962

Piston: 94487600; Cylinder liner: 89470110

94 487 963

Piston: 94487600; Cylinder liner: 89470190

94 488 961

Piston: 94488600; Cylinder liner: 89453110

94 488 962

Piston: 94488600; Cylinder liner: 89470110

94 488 963

Piston: 94488600; Cylinder liner: 89470190



89 470 110

T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04

89 453 110

T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm

89 815 110

T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04

89 470 190

T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04



79 234 600

PAIR HL STD \varnothing 77.000 / 82.000 / 26.000 / 2.480 St/B/G

79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00

79 235 600

PAIR PASS-L STD \varnothing 77.000 / 82.000 / 33.850 / 2.480 St/B/G

79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00

79 236 600

PAIR PL STD \varnothing 65.000 / 69.000 / 31.000 / 1.987 St/B/G1

79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00

77 587 600

SET HL STD \varnothing 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD \varnothing 77.000 / 82.000 / 33.850 / 2.480 St/B/G

77 587 610 0,25 / 77 587 620 0,50 / 77 587 630 0,75 / 77 587 640 1,00

77 589 600

SET PL STD \varnothing 65.000 / 69.000 / 31.000 / 1.987 St/B/G1

77 589 610 0,25 / 77 589 620 0,50 / 77 589 630 0,75 / 77 589 640 1,00

77 811 600

SET NW-L STD \varnothing 50.940 / 55.000 / 25.000 / 2.000 St/B

28

108



D 0826 Euro 0

LOH 02

04.1992 →

D LA 6 6871 cm³ 2V 140 kW 190 PS ϵ 16,5:1 125



80 00146 1 0 000

Cyl. \varnothing : 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]



79 234 600

PAIR HL STD \varnothing 77.000 / 82.000 / 26.000 / 2.480 St/B/G

79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00

79 235 600

PAIR PASS-L STD \varnothing 77.000 / 82.000 / 33.850 / 2.480 St/B/G

79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00

79 236 600

PAIR PL STD \varnothing 65.000 / 69.000 / 31.000 / 1.987 St/B/G1

79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00

77 587 600

SET HL STD \varnothing 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD \varnothing 77.000 / 82.000 / 33.850 / 2.480 St/B/G

77 587 610 0,25 / 77 587 620 0,50 / 77 587 630 0,75 / 77 587 640 1,00

77 589 600

SET PL STD \varnothing 65.000 / 69.000 / 31.000 / 1.987 St/B/G1

77 589 610 0,25 / 77 589 620 0,50 / 77 589 630 0,75 / 77 589 640 1,00

77 811 600

SET NW-L STD \varnothing 50.940 / 55.000 / 25.000 / 2.000 St/B



2560

EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III

25127

IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III



92-25012

IN; 51.1 x 41.7 x 7.5; G1; 30°



KK-10H



81-25104

EX; 16.03/ x 10.02 x 55 G2

81-2540

EX; 16.04/ x 10.02 x 55 G1

81-25100

IN; 16.03/ x 10 x 60 G1

81-25105

IN; 16.03/ x 10.02 x 60 G2

cont...



81-2539

IN; 16.03/ x 10.02 x 65 G1



50 005 630

Impeller diameter 135 mm

50 005 631

Impeller diameter 125 mm

29

108



D 0826 Euro 2

LUH 11

04.1994 →

D LA 6

6871 cm³

2V

162 kW

220 PS

ε 18:1

125



94 416 600



Cyl. Ø: 108; KH: 73; VT1: -1.7; MT: -16.15; MØ: 70; GL: 113; piston pin: 40x90; number of piston rings: 3

RTK

T15 3 CR G3

M 2,5

DSF 4 CR

→ 80 00146 1 0 ...



94 417 600



Cyl. Ø: 108; KH: 72.8; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.8; piston pin: 40x90; number of piston rings: 3

RTK

T15 3 CR G3

M 2,5

DSF 4 CR

→ 80 00146 1 0 ...



94 418 600



Cyl. Ø: 108; KH: 72.6; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.6; piston pin: 40x90; number of piston rings: 3

RTK

T15 3 CR G3

M 2,5

DSF 4 CR

→ 80 00146 1 0 ...



94 419 600



Cyl. Ø: 108; KH: 72.4; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.4; piston pin: 40x90; number of piston rings: 3

RTK

T15 3 CR G3

M 2,5

DSF 4 CR

→ 80 00146 1 0 ...



M



80 00146 1 0 000

Cyl. Ø: 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]



94 416 961

Piston: 94416600; Cylinder liner: 89453110

94 416 962

Piston: 94416600; Cylinder liner: 89470110

94 416 963

Piston: 94416600; Cylinder liner: 89470190

94 417 961

Piston: 94417600; Cylinder liner: 89453110

94 417 962

Piston: 94417600; Cylinder liner: 89470110

94 417 963

Piston: 94417600; Cylinder liner: 89470190

94 418 961

Piston: 94418600; Cylinder liner: 89453110

94 418 962

Piston: 94418600; Cylinder liner: 89470110

94 418 963

Piston: 94418600; Cylinder liner: 89470190

94 419 961

Piston: 94419600; Cylinder liner: 89453110

94 419 962

Piston: 94419600; Cylinder liner: 89470110

94 419 963

Piston: 94419600; Cylinder liner: 89470190



89 470 110

T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04

89 453 110

T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm

89 815 110

T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04

89 470 190

T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04



79 234 600

PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G
79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00

79 235 600

PAIR PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G
79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00

79 236 600

PAIR PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1
79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00

77 587 600

SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G
77 587 610 0,25 / 77 587 620 0,50 / 77 587 630 0,75 / 77 587 640 1,00

77 589 600

SET PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1
77 589 610 0,25 / 77 589 620 0,50 / 77 589 630 0,75 / 77 589 640 1,00

77 811 600

SET NW-L STD Ø 50.940 / 55.000 / 25.000 / 2.000 St/B



30

108



D 0826

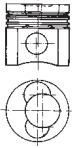
T

1988 →

D A 6 6596 cm³ 2V 122-137 kW 166-186 PS ϵ 18:1 \bar{h} 120



90 048 600



Cyl. \varnothing : 108; KH: 75.4; VT1: -1.7; MT: -21.6; M \varnothing : 60.2; GL: 115.4; piston pin: 40x90; number of piston rings: 3

RTK

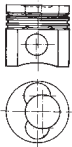
T15 3 CR G3

M 2,5

DSF 4 CR

→ 80 00146 1 0 ...

90 049 600



Cyl. \varnothing : 108; KH: 75.2; VT1: -1.7; MT: -21.6; M \varnothing : 60.2; GL: 115.2; piston pin: 40x90; number of piston rings: 3

RTK

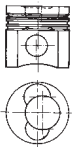
T15 3 CR G3

M 2,5

DSF 4 CR

→ 80 00146 1 0 ...

90 050 600



Cyl. \varnothing : 108; KH: 75; VT1: -1.7; MT: -21.6; M \varnothing : 60.2; GL: 115; piston pin: 40x90; number of piston rings: 3

RTK

T15 3 CR G3

M 2,5

DSF 4 CR

→ 80 00146 1 0 ...



80 00146 1 0 000

Cyl. \varnothing : 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]



90 048 961

Piston: 90048600; Cylinder liner: 89470110

90 048 962

Piston: 90048600; Cylinder liner: 89453110

90 048 963

Piston: 90048600; Cylinder liner: 89470190

90 049 961

Piston: 90049600; Cylinder liner: 89470110

90 049 962

Piston: 90049600; Cylinder liner: 89453110

90 049 963

Piston: 90049600; Cylinder liner: 89470190

90 050 961

Piston: 90050600; Cylinder liner: 89470110

90 050 962

Piston: 90050600; Cylinder liner: 89453110

90 050 963

Piston: 90050600; Cylinder liner: 89470190



89 470 110

T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04

89 453 110

T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm

89 815 110

T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04

89 470 190

T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04



79 234 600

PAIR HL STD \varnothing 77.000 / 82.000 / 26.000 / 2.480 St/B/G

79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00

79 235 600

PAIR PASS-L STD \varnothing 77.000 / 82.000 / 33.850 / 2.480 St/B/G

79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00

79 236 600

PAIR PL STD \varnothing 65.000 / 69.000 / 31.000 / 1.987 St/B/G1

79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00

77 587 600

SET HL STD \varnothing 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD \varnothing 77.000 / 82.000 / 33.850 / 2.480 St/B/G

77 587 610 0,25 / 77 587 620 0,50 / 77 587 630 0,75 / 77 587 640 1,00

77 589 600

SET PL STD \varnothing 65.000 / 69.000 / 31.000 / 1.987 St/B/G1

77 589 610 0,25 / 77 589 620 0,50 / 77 589 630 0,75 / 77 589 640 1,00

77 811 600

SET NW-L STD \varnothing 50.940 / 55.000 / 25.000 / 2.000 St/B

31

108



D 0834 Euro 3

LE

D LA 4 4580 cm³ 4V 103-132 kW 140-180 PS ϵ 18:1 \bar{h} 125



79 234 600

PAIR HL STD \varnothing 77.000 / 82.000 / 26.000 / 2.480 St/B/G

79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00

79 299 600

PAIR AS STD \varnothing 84.850 / 102.450 // 2.900 St/A

79 332 600

PAIR PL STD \varnothing 70.000 / 74.000 / 27.000 / 1.987 St/B/G

79 332 610 0,25

79 333 600

PAIR PL STD \varnothing 70.000 / 74.000 / 27.000 / 1.987 St/B/S; PL STD \varnothing 70.000 / 74.000 / 27.000 / 1.987 St/B/G

79 333 610 0,25, The upper shell is marked with 'SPUTTER'.

77 743 600

SET HL STD \varnothing 77.000 / 82.000 / 26.000 / 2.480 St/B/G

77 743 610 0,25 / 77 743 620 0,50 / 77 743 630 0,75 / 77 743 640 1,00

77 804 600

SET PL STD \varnothing 70.000 / 74.000 / 27.000 / 1.987 St/B/G

77 804 610 0,25

77 805 600

SET PL STD \varnothing 70.000 / 74.000 / 27.000 / 1.987 St/B/S; PL STD \varnothing 70.000 / 74.000 / 27.000 / 1.987 St/B/G

77 805 610 0,25, The upper shell is marked with 'SPUTTER'.

cont...



77 808 600 SET NW-L STD Ø 54.940 / 59.000 / 25.000 / 2.000 St/B

32

108

D 0834 Euro 3

LFL 01, LFL 03, LOH 03

05.2001→

D

LA

4

4580 cm³

2V

125 kW

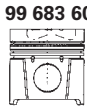
170 PS

125



99 339 600

Cyl. Ø: 108; KH: 63.9; VT1: -1.7; MT: -16.15; MØ: 70; GL: 99.9; piston pin: 42x86; number of piston rings: 3
RTK, TPL
T15 3 CK G3
M 2,5
DSF 3 CR
→ 80 00524 1 0 ...



99 683 600

Cyl. Ø: 108; KH: 63.7; VT1: -1.7; MT: -16.15; MØ: 70; GL: 99.7; piston pin: 42x86; number of piston rings: 3
RTK, TPL, KH-
T15 3 CK G3
M 2,5
DSF 3 CR
→ 80 00524 1 0 ...



99 684 600

Cyl. Ø: 108; KH: 63.5; VT1: -1.7; MT: -16.15; MØ: 70; GL: 99.5; piston pin: 42x86; number of piston rings: 3
RTK, TPL, KH-
T15 3 CK G3
M 2,5
DSF 3 CR
→ 80 00524 1 0 ...



80 00524 1 0 000

Cyl. Ø: 108; Set: 1; [T15 G3 CK 3] [M 2.5] [DSF CR 3]



99 339 960

Piston: 99339600; Cylinder liner: 89470110

99 339 961

Piston: 99339600; Cylinder liner: 89453110

99 339 962

Piston: 99339600; Cylinder liner: 89470190

99 683 960

Piston: 99683600; Cylinder liner: 89470110

99 683 961

Piston: 99683600; Cylinder liner: 89453110

99 683 962

Piston: 99683600; Cylinder liner: 89470190

99 684 960

Piston: 99684600; Cylinder liner: 89470110

99 684 961

Piston: 99684600; Cylinder liner: 89453110

99 684 962

Piston: 99684600; Cylinder liner: 89470190



89 470 110

T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04

89 453 110

T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm

89 815 110

T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04

89 470 190

T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04



79 234 600

PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G
79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00

79 299 600

PAIR AS STD Ø 84.850 / 102.450 // 2.900 St/A

79 332 600

PAIR PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G
79 332 610 0,25

79 333 600

PAIR PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/S; PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G
79 333 610 0,25, The upper shell is marked with 'SPUTTER'.

77 743 600

SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G
77 743 610 0,25 / 77 743 620 0,50 / 77 743 630 0,75 / 77 743 640 1,00

77 804 600

SET PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G
77 804 610 0,25

77 805 600

SET PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/S; PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G
77 805 610 0,25, The upper shell is marked with 'SPUTTER'.

77 808 600

SET NW-L STD Ø 54.940 / 59.000 / 25.000 / 2.000 St/B



2560

EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III

25127

IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III



92-25012

IN; 51.1 x 41.7 x 7.5; G1; 30°



KK-10H



81-25104

EX; 16.03/ x 10.02 x 55 G2

81-2540

EX; 16.04/ x 10.02 x 55 G1

81-25100

IN; 16.03/ x 10 x 60 G1

81-25105

IN; 16.03/ x 10.02 x 60 G2

81-2539

IN; 16.03/ x 10.02 x 65 G1



TRW
EngineComponents



MAN

33

108



D 0834 Euro 3

LFL 10, LFL 11

D LA 4 4580 cm³ 2V 103-125 kW 140-170 PS ϵ 18:1 125

D 0836 Euro 3

LF 40, LF 42

D LA 6 6871 cm³ 4V 173-228 kW 235-310 PS ϵ 18:1 125



99 339 600



Cyl. \varnothing : 108; KH: 63.9; VT1: -1.7; MT: -16.15; M \varnothing : 70; GL: 99.9; piston pin: 42x86; number of piston rings: 3
RTK, TPL

T15 3 CK G3

M 2,5

DSF 3 CR

→ **80 00524 1 0 ...**



99 683 600



Cyl. \varnothing : 108; KH: 63.7; VT1: -1.7; MT: -16.15; M \varnothing : 70; GL: 99.7; piston pin: 42x86; number of piston rings: 3
RTK, TPL, KH-

T15 3 CK G3

M 2,5

DSF 3 CR

→ **80 00524 1 0 ...**



99 684 600



Cyl. \varnothing : 108; KH: 63.5; VT1: -1.7; MT: -16.15; M \varnothing : 70; GL: 99.5; piston pin: 42x86; number of piston rings: 3
RTK, TPL, KH-

T15 3 CK G3

M 2,5

DSF 3 CR

→ **80 00524 1 0 ...**



80 00524 1 0 000

Cyl. \varnothing : 108; Set: 1; [T15 G3 CK 3] [M 2.5] [DSF CR 3]



99 339 960

Piston: 99339600; Cylinder liner: 89470110

99 339 961

Piston: 99339600; Cylinder liner: 89453110

99 339 962

Piston: 99339600; Cylinder liner: 89470190

99 683 960

Piston: 99683600; Cylinder liner: 89470110

99 683 961

Piston: 99683600; Cylinder liner: 89453110

99 683 962

Piston: 99683600; Cylinder liner: 89470190

99 684 960

Piston: 99684600; Cylinder liner: 89470110

99 684 961

Piston: 99684600; Cylinder liner: 89453110

99 684 962

Piston: 99684600; Cylinder liner: 89470190



89 470 110

T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04

89 453 110

T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm

89 815 110

T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04

89 470 190

T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04

34

108



D 0834 Euro 4

LOH 50, LOH 51

04.2006 →

D LA 4 4580 cm³ 4V 132-151 kW 160-206 PS ϵ 17,3:1 125



79 234 600

PAIR HL STD \varnothing 77.000 / 82.000 / 26.000 / 2.480 St/B/G

79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00

79 299 600

PAIR AS STD \varnothing 84.850 / 102.450 // 2.900 St/A

79 332 600

PAIR PL STD \varnothing 70.000 / 74.000 / 27.000 / 1.987 St/B/G

79 332 610 0,25

79 333 600

PAIR PL STD \varnothing 70.000 / 74.000 / 27.000 / 1.987 St/B/S; PL STD \varnothing 70.000 / 74.000 / 27.000 / 1.987 St/B/G

79 333 610 0,25, The upper shell is marked with 'SPUTTER'.

77 743 600

SET HL STD \varnothing 77.000 / 82.000 / 26.000 / 2.480 St/B/G

77 743 610 0,25 / 77 743 620 0,50 / 77 743 630 0,75 / 77 743 640 1,00

77 804 600

SET PL STD \varnothing 70.000 / 74.000 / 27.000 / 1.987 St/B/G

77 804 610 0,25

77 805 600

SET PL STD \varnothing 70.000 / 74.000 / 27.000 / 1.987 St/B/S; PL STD \varnothing 70.000 / 74.000 / 27.000 / 1.987 St/B/G

77 805 610 0,25, The upper shell is marked with 'SPUTTER'.

77 808 600

SET NW-L STD \varnothing 54.940 / 59.000 / 25.000 / 2.000 St/B



25305

EX; 34 x 7 x 141.2 x A/S - Cr - 45° - 22 - III



MK-7H

25304

IN; 38 x 7 x 141.5 x S - Cr - 30° - 22 - III



81-25109

IN/EX; 13.03/ x 7.02 x 60 G2

M



35		108	D 0836	HM, HMU, M	1969 → 12.1979	D AN 6	7030 cm ³	2V	110 kW	150 PS	£ 18:1		128
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	79 234 600	PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G 79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00
	79 299 600	PAIR AS STD Ø 84.850 / 102.450 // 2.900 St/A
	79 332 600	PAIR PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G 79 332 610 0,25
	79 333 600	PAIR PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/S; PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G 79 333 610 0,25 , The upper shell is marked with 'SPUTTER'.
	77 744 600	SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G 77 744 610 0,25 / 77 744 620 0,50 / 77 744 630 0,75 / 77 744 640 1,00
	77 806 600	SET PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G 77 806 610 0,25
	77 807 600	SET PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/S; PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G 77 807 610 0,25 , The upper shell is marked with 'SPUTTER'.
	77 809 600	SET NW-L STD Ø 54.940 / 59.000 / 25.000 / 2.000 St/B
	2504	EX; 43.1 x 11 x 155.5 x A/S - Cr - 45° - 1 - III
	2520	IN; 52 x 11 x 155.1 x S - Cr - 45° - Y - 1 - III
		KK-11H
		81-2515 EX; 18/ x 11 x 70 G1
		81-2517 IN; 18/ x 11 x 81 G1

36		108	D 0836	HM, HMU, M	1969 → 12.1979	D AN 6	7030 cm ³	2V	100 kW	136 PS	£ 18:1		128
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	80 00145 1 0 000	Cyl. Ø: 108; Set: 1; [R G3 CR 2.5] [M 2.5] [DSF CR 5]
	79 234 600	PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G 79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00
	79 299 600	PAIR AS STD Ø 84.850 / 102.450 // 2.900 St/A
	79 332 600	PAIR PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G 79 332 610 0,25
	79 333 600	PAIR PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/S; PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G 79 333 610 0,25 , The upper shell is marked with 'SPUTTER'.
	77 744 600	SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G 77 744 610 0,25 / 77 744 620 0,50 / 77 744 630 0,75 / 77 744 640 1,00
	77 806 600	SET PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G 77 806 610 0,25
	77 807 600	SET PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/S; PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G 77 807 610 0,25 , The upper shell is marked with 'SPUTTER'.
	77 809 600	SET NW-L STD Ø 54.940 / 59.000 / 25.000 / 2.000 St/B
	2504	EX; 43.1 x 11 x 155.5 x A/S - Cr - 45° - 1 - III
	2520	IN; 52 x 11 x 155.1 x S - Cr - 45° - Y - 1 - III
		KK-11H
		81-2515 EX; 18/ x 11 x 70 G1
		81-2517 IN; 18/ x 11 x 81 G1

37		108	D 0836	LE 402		D LA 6	6871 cm ³	2V	265 kW	360 PS	£ 16:1		125
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	79 234 600	PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G 79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00
	79 299 600	PAIR AS STD Ø 84.850 / 102.450 // 2.900 St/A
	79 332 600	PAIR PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G 79 332 610 0,25
	79 333 600	PAIR PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/S; PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G 79 333 610 0,25 , The upper shell is marked with 'SPUTTER'.
	77 744 600	SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G 77 744 610 0,25 / 77 744 620 0,50 / 77 744 630 0,75 / 77 744 640 1,00
	77 806 600	SET PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G 77 806 610 0,25
	77 807 600	SET PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/S; PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G 77 807 610 0,25 , The upper shell is marked with 'SPUTTER'.
	77 809 600	SET NW-L STD Ø 54.940 / 59.000 / 25.000 / 2.000 St/B



38

108



D 0836 Euro 2

LF 01, LFL 01

09.1998 → D LA 6 6871 cm³ 2V 206 kW 280 PS ξ 18:1 \bar{H} 125

D 0836 Euro 3

LF 03, LF 05, LF 06, LFL 03, LFL 05

01.1999 → D LA 6 6871 cm³ 2V 180-206 kW 245-280 PS ξ 18:1 \bar{H} 125

D 0836 Euro 3

LFL 02

D LA 6 6871 cm³ 4V 162 kW 220 PS ξ 18:1 \bar{H} 125



99 339 600



Cyl. \varnothing : 108; KH: 63.9; VT1: -1.7; MT: -16.15; M \varnothing : 70; GL: 99.9; piston pin: 42x86; number of piston rings: 3
RTK, TPL

T15 3 CK G3

M 2,5

DSF 3 CR

→ 80 00524 1 0 ...



99 683 600



Cyl. \varnothing : 108; KH: 63.7; VT1: -1.7; MT: -16.15; M \varnothing : 70; GL: 99.7; piston pin: 42x86; number of piston rings: 3
RTK, TPL, KH-

T15 3 CK G3

M 2,5

DSF 3 CR

→ 80 00524 1 0 ...



99 684 600



Cyl. \varnothing : 108; KH: 63.5; VT1: -1.7; MT: -16.15; M \varnothing : 70; GL: 99.5; piston pin: 42x86; number of piston rings: 3
RTK, TPL, KH-

T15 3 CK G3

M 2,5

DSF 3 CR

→ 80 00524 1 0 ...



80 00524 1 0 000

Cyl. \varnothing : 108; Set: 1; [T15 G3 CK 3] [M 2.5] [DSF CR 3]



99 339 960

Piston: 99339600; Cylinder liner: 89470110

99 339 961

Piston: 99339600; Cylinder liner: 89453110

99 339 962

Piston: 99339600; Cylinder liner: 89470190

99 683 960

Piston: 99683600; Cylinder liner: 89470110

99 683 961

Piston: 99683600; Cylinder liner: 89453110

99 683 962

Piston: 99683600; Cylinder liner: 89470190

99 684 960

Piston: 99684600; Cylinder liner: 89470110

99 684 961

Piston: 99684600; Cylinder liner: 89453110

99 684 962

Piston: 99684600; Cylinder liner: 89470190



89 470 110

T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04

89 453 110

T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm

89 815 110

T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04

89 470 190

T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04



79 234 600

PAIR HL STD \varnothing 77.000 / 82.000 / 26.000 / 2.480 St/B/G
79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00

79 299 600

PAIR AS STD \varnothing 84.850 / 102.450 // 2.900 St/A

79 332 600

PAIR PL STD \varnothing 70.000 / 74.000 / 27.000 / 1.987 St/B/G
79 332 610 0,25

79 333 600

PAIR PL STD \varnothing 70.000 / 74.000 / 27.000 / 1.987 St/B/S; PL STD \varnothing 70.000 / 74.000 / 27.000 / 1.987 St/B/G
79 333 610 0,25, The upper shell is marked with 'SPUTTER'.

77 744 600

SET HL STD \varnothing 77.000 / 82.000 / 26.000 / 2.480 St/B/G
77 744 610 0,25 / 77 744 620 0,50 / 77 744 630 0,75 / 77 744 640 1,00

77 806 600

SET PL STD \varnothing 70.000 / 74.000 / 27.000 / 1.987 St/B/G
77 806 610 0,25

77 807 600

SET PL STD \varnothing 70.000 / 74.000 / 27.000 / 1.987 St/B/S; PL STD \varnothing 70.000 / 74.000 / 27.000 / 1.987 St/B/G
77 807 610 0,25, The upper shell is marked with 'SPUTTER'.

77 809 600

SET NW-L STD \varnothing 54.940 / 59.000 / 25.000 / 2.000 St/B



2560

EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III



KK-10H

25127

IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III



81-25104

EX; 16.03/ x 10.02 x 55 G2

81-2540

EX; 16.04/ x 10.02 x 55 G1



92-25012

IN; 51.1 x 41.7 x 7.5; G1; 30°

81-25100

IN; 16.03/ x 10 x 60 G1

81-25105

IN; 16.03/ x 10.02 x 60 G2

81-2539

IN; 16.03/ x 10.02 x 65 G1

M



TRW
EngineComponents

PIERBURG



MAN

39		108
	D 0836 Euro 3	LFG 01
		D LA 6 6871 cm ³ 2V
		£ 18:1
	D 0836 Euro 4	LOH 04
		04.2006 →
		D LA 6 6871 cm ³ 4V 177 kW 240 PS
		£ 16,5:1
	79 234 600	PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G
		79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00
	79 299 600	PAIR AS STD Ø 84.850 / 102.450 // 2.900 St/A
	79 332 600	PAIR PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G
		79 332 610 0,25
	79 333 600	PAIR PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/S; PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G
		79 333 610 0,25, The upper shell is marked with 'SPUTTER'.
	77 744 600	SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G
		77 744 610 0,25 / 77 744 620 0,50 / 77 744 630 0,75 / 77 744 640 1,00
	77 806 600	SET PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G
		77 806 610 0,25
	77 807 600	SET PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/S; PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G
		77 807 610 0,25, The upper shell is marked with 'SPUTTER'.
	77 809 600	SET NW-L STD Ø 54.940 / 59.000 / 25.000 / 2.000 St/B
	2560	EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III
	25127	IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III
	92-25012	IN; 51.1 x 41.7 x 7.5; G1; 30°
		KK-10H
		81-25104 EX; 16.03/ x 10.02 x 55 G2
		81-2540 EX; 16.04/ x 10.02 x 55 G1
		81-25100 IN; 16.03/ x 10 x 60 G1
		81-25105 IN; 16.03/ x 10.02 x 60 G2
		81-2539 IN; 16.03/ x 10.02 x 65 G1

40		108
	D 0836 Euro 3	LOH 40, LOH 50
		01.2002 →
		D LA 6 6871 cm ³ 4V 206 kW 280 PS
	D 0836 Euro 4	LOH 51, LOH 52
		04.2006 →
		D LA 6 6871 cm ³ 4V 177-206 kW 240-280 PS
		£ 17,4:1
	79 234 600	PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G
		79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00
	79 299 600	PAIR AS STD Ø 84.850 / 102.450 // 2.900 St/A
	79 332 600	PAIR PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G
		79 332 610 0,25
	79 333 600	PAIR PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/S; PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G
		79 333 610 0,25, The upper shell is marked with 'SPUTTER'.
	77 744 600	SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G
		77 744 610 0,25 / 77 744 620 0,50 / 77 744 630 0,75 / 77 744 640 1,00
	77 806 600	SET PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G
		77 806 610 0,25
	77 807 600	SET PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/S; PL STD Ø 70.000 / 74.000 / 27.000 / 1.987 St/B/G
		77 807 610 0,25, The upper shell is marked with 'SPUTTER'.
	77 809 600	SET NW-L STD Ø 54.940 / 59.000 / 25.000 / 2.000 St/B
	25305	EX; 34 x 7 x 141.2 x A/S - Cr - 45° - 22 - III
	25304	IN; 38 x 7 x 141.5 x S - Cr - 30° - 22 - III
		MK-7H
		81-25109 IN/EX; 13.03/ x 7.02 x 60 G2

41		108
	D 0836 Euro 4	LOH 53, LOH 54, LOH 55, LOH 56, LOH 57, LOH 58
		D LA 6 6871 cm ³ 4V 176-206 kW 240-280 PS
		£ 17,4:1
	D 0836 Euro 3	LUH 41, LUH 50
		D LA 6 6871 cm ³ 4V
	25305	EX; 34 x 7 x 141.2 x A/S - Cr - 45° - 22 - III
	25304	IN; 38 x 7 x 141.5 x S - Cr - 30° - 22 - III
		MK-7H
		81-25109 IN/EX; 13.03/ x 7.02 x 60 G2



42		108	
	D 0846	HMN 2, HMY 011	
		1969 → 12.1977	D AN 6 7252 cm ³ 2V 115-124 kW 156-169 PS ξ 18:1
	92 666 600	Cyl. \varnothing : 108; KH: 89; MT: -41.8; M \varnothing : 42.5; GL: 145.5; piston pin: 42x90; number of piston rings: 3	
		RTK R 2,5 CR G3 M 2,5 DSF 5 CR → 80 00145 1 0 ... D 0846 HMN 2: →1973	
	80 00145 1 0 000	Cyl. \varnothing : 108; Set: 1; [R G3 CR 2.5] [M 2.5] [DSF CR 5]	
	92 666 960	Piston: 92666600; Cylinder liner: 88865110, D 0846 HMN 2: →1973	
	92 666 961	Piston: 92666600; Cylinder liner: 88866110, D 0846 HMN 2: →1973	
	92 666 962	Piston: 92666600; Cylinder liner: 89009110, D 0846 HMN 2: →1973	
	88 865 110	T - Dry cylinder liner; finished; A=112.99 C=118 L=254 H=5	
	88 866 110	T - Dry cylinder liner; finished; A=113.49 C=118 L=254 H=5, outside oversize + 0,50 mm	
	89 009 110	T - Dry cylinder liner; finished; A=113.99 C=118 L=254 H=5, with outside oversize 1,00 mm	
	2504	EX; 43.1 x 11 x 155.5 x A/S - Cr - 45° - 1 - III	KK-11H
	2520	IN; 52 x 11 x 155.1 x S - Cr - 45° - Y - 1 - III	81-2515 EX; 18/ x 11 x 70 G1 81-2517 IN; 18/ x 11 x 81 G1
43		108	
	G 0826	DOH	
		GF AN 6 6871 cm ³ 2V	ξ 10:1
	2560	EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III	KK-10H
	25127	IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III	81-25104 EX; 16.03/ x 10.02 x 55 G2
	92-25012	IN; 51.1 x 41.7 x 7.5; G1; 30°	81-25105 IN; 16.03/ x 10.02 x 60 G2
44		111	
	D 1146	D AN 6 8000 cm ³ 98 kW 133 PS	
	80 00455 6 1 000	Cyl. \varnothing : 111; Set: 6; [T15 G3 CR 3.5] [M 3] [DSF CR 4]	
45		120	
	D 2066 Euro 3	LF 04	
		02.2004 → D LA 6 10520 cm ³ 4V 228 kW 310 PS ξ 19:1	
	D 2066 Euro 4	LOH 01, LOH 02, LUH 12, LUH 14, LUH 15	
		10.2004 → D LA 6 10520 cm ³ 4V 228-316 kW 310-430 PS ξ 20,5:1	
	89 816 110	N - Wet cylinder liner; finished; A=139.5 C=150 L=260 H=8.07	
	78 586 600	PAIR HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00	
	79 261 600	PAIR AS STD \varnothing 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40	
	79 298 600	PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.479 St/B/G; PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.479 St/B/S 79 298 610 0,25 / 79 298 620 0,50 , The upper shell is marked with 'SPUTTER', →06.2006	
	77 682 600	SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00	
	25307	EX; 38 x 9 x 160.4 x RA/S - Cr - 45° - 22 - III	MK-9H
	25306	IN; 40 x 9 x 160.4 x RA/S - Cr - 30° - 22 - III	81-25106 IN/EX; 15.05/ x 9 x 66.5 G2
46		120	
	D 2066 Euro 3	LF 06, LF 07, LOH 10	
		D LA 6 10520 cm ³ 4V 316 kW 430 PS	
	89 816 110	N - Wet cylinder liner; finished; A=139.5 C=150 L=260 H=8.07	
	25307	EX; 38 x 9 x 160.4 x RA/S - Cr - 45° - 22 - III	MK-9H
	25306	IN; 40 x 9 x 160.4 x RA/S - Cr - 30° - 22 - III	81-25106 IN/EX; 15.05/ x 9 x 66.5 G2

M



TRW
EngineComponents

PIERBURG



MAN





47		120
	D 2066 Euro 4	LUH 11
		D LA 6 10520 cm ³ 4V 190 kW 270 PS ϵ 20,5:1 \bar{H} 155
	89 816 110	N - Wet cylinder liner; finished; A=139.5 C=150 L=260 H=8.07
	78 586 600	PAIR HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
	79 261 600	PAIR AS STD \varnothing 114.750 / 137.650 / / 3.400 St/A
	77 682 600	SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
		77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00
	25307	EX; 38 x 9 x 160.4 x RA/S - Cr - 45° - 22 - III
	25306	IN; 40 x 9 x 160.4 x RA/S - Cr - 30° - 22 - III
		MK-9H
		81-25106 IN/EX; 15.05/ x 9 x 66.5 G2

48		121
	D 2156	6 U, HM 2, HMN 3
		1969 → D AN 6 10344 cm ³ 2V 141-169 kW 192-230 PS ϵ 17:1 \bar{H} 150
	92 986 600	Cyl. \varnothing : 121; KH: 94; MT: -48.4; M \varnothing : 47; GL: 162; piston pin: 45x102; number of piston rings: 4
		Lox, RTK
		T15 3,5 CR G6
		M 3
		N 3
		DSF 5,5 CR
		→ 80 00148 1 0 ...
	80 00148 1 0 000	Cyl. \varnothing : 121; Set: 1; [T15 G6 CR 3.5] [M 3] [N 3] [DSF CR 5.5]
	92 986 960	Piston: 92986600; Cylinder liner: 88853110
	92 986 961	Piston: 92986600; Cylinder liner: 88854110
	92 986 962	Piston: 92986600; Cylinder liner: 88852110
	88 853 110	T - Dry cylinder liner; finished; A=125.99 C=132 L=287 H=8
	88 854 110	T - Dry cylinder liner; finished; A=126.49 C=132 L=287 H=8, outside oversize + 0,50 mm
	88 852 110	T - Dry cylinder liner; finished; A=126.99 C=132 L=287 H=8, with outside oversize 1,00 mm
	78 295 600	PAIR PL STD \varnothing 82.988 / 89.000 / 32.000 / 2.984 St/B/G
	78 296 601	PAIR HL STD \varnothing 95.988 / 102.000 / 35.000 / 2.970 St/B/G
	78 297 601	PAIR PASS-L STD \varnothing 95.988 / 102.000 / 48.850 / 2.966 St/B/G
	78 711 600	PAIR PL-L STD \varnothing 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston \varnothing 90 mm.
	87 712 601	SET HL STD \varnothing 95.988 / 102.000 / 35.000 / 2.970 St/B/G; PASS-L STD \varnothing 95.988 / 102.000 / 48.850 / 2.966 St/B/G
	87 713 600	SET PL STD \varnothing 82.988 / 89.000 / 32.000 / 2.984 St/B/G
	87 868 902	SET NW-L STD \varnothing 59.880 / 65.000 / 30.000 / St/B
	2530	EX; 48.9 x 12 x 148.5 x A - Cr - 45° - 1 -
	2538	IN; 55.9 x 12 x 148.9 x S - Cr - 45° - 1 - III
		KK-12H
		81-2531 EX; 20/ x 12 x 70 G1
		81-2530 IN; 20/ x 12 x 80 G1


49		125
	D 2530	ME
		01.1976 → D AN 10 15945 cm ³ 2V 235 kW 320 PS ϵ 17:1 \bar{H} 130
	92 656 600	Cyl. \varnothing : 125; KH: 92.3; MT: -44.9; M \varnothing : 47.2; GL: 137.3; piston pin: 46x97; number of piston rings: 3
		RTK
		R 3 CR G6
		M 3,03
		DSF 5 CR
		→ 80 00152 1 0 ...
	80 00152 1 0 000	Cyl. \varnothing : 125; Set: 1; [R G6 IF CR 3] [M IFU 3.03] [DSF CR 5]
	92 656 960	Piston: 92656600; Cylinder liner: 89054110
	92 656 963	Piston: 92656600; Cylinder liner: 89340110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...








	89 054 110 89 340 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.05+1 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, with outside oversize 4,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891., only for standard-housing
	78 289 600 78 693 600 78 694 604 78 709 600 78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75 PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00 PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00 PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm. PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 346 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 347 690 87 360 690 87 384 690 87 399 604 87 721 600	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, 02.1976→ SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00 SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 87 721 610 0,25 / 87 721 620 0,50 / 87 721 630 0,75
	25238 2573 25237 2507	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III
	50 004 884 92-25003 92-25002	EX; 53.1 x 43 x 10; ST; 45° EX; 53.11 x 43 x 9.9; G1; 45° IN; 61.11 x 49 x 8.8; G1; 30°

	KK-12H
	81-2536 IN/EX; 18/ x 12 x 64 G2 81-2537 IN/EX; 18.2/ x 12 x 64 G2 81-2538 IN/EX; 18.4/ x 12 x 64 G2

50  **125**

D 2530 **MTE**
12.1974 → D A 10 15945 cm³ 2V 223-294 kW 303-400 PS €17:1 130

	89 054 110 89 340 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.05+1 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, with outside oversize 4,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891., only for standard-housing
	78 289 600 78 693 600 78 694 604 78 709 600 78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75 PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00 PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00 PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm. PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 346 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 347 690 87 360 690 87 384 690 87 399 604 87 721 600	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, 02.1976→ SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00 SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 87 721 610 0,25 / 87 721 620 0,50 / 87 721 630 0,75
	50 003 140	-- G - S - - - -; bare
	25238 2573 25237 2507	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III
	50 004 884 92-25003	EX; 53.1 x 43 x 10; ST; 45° EX; 53.11 x 43 x 9.9; G1; 45°

cont...



TRW
EngineComponents

PIERBURG



MAN

50 004 882 IN; 61.1 x 48 x 9; ST; 30°
92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

51

125



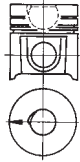
D 2538

ME

01.1976 →

D AN 8 12763 cm³ 2V 188 kW 256 PS ϵ 17:1 \bar{H} 130

92 656 600



Cyl. \varnothing : 125; KH: 92.3; MT: -44.9; M \varnothing : 47.2; GL: 137.3; piston pin: 46x97; number of piston rings: 3
RTK
R 3 CR G6
M 3,03
DSF 5 CR
→ 80 00152 1 0 ...



80 00152 1 0 000 Cyl. \varnothing : 125; Set: 1; [R G6 IF CR 3] [M IFU 3.03] [DSF CR 5]



92 656 960 Piston: 92656600; Cylinder liner: 89054110

92 656 963 Piston: 92656600; Cylinder liner: 89340110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 054 110 N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.05+1

89 340 110 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, with outside oversize 4,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891., only for standard-housing



78 289 600 PAIR PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G

78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75

78 693 600 PAIR HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604 PAIR PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600 PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston \varnothing 90 mm.

78 897 600 PAIR PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'., from 280 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 348 690 SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B, 02.1976 →

87 361 690 SET PL-B SEMI \varnothing 46.000 / 50.000 / 38.700 / St/B

87 385 690 SET NW-L SEMI \varnothing 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI \varnothing 69.940 / 76.000 / 35.000 / St/B

87 385 694 SEMI / 87 385 600 STD

87 401 604 SET HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00

87 717 600 SET PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G

87 717 610 0,25 / 87 717 620 0,50 / 87 717 630 0,75



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III

2573 IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III

25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III

2507 IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III



KK-12H

81-2536 IN/EX; 18/ x 12 x 64 G2



81-2537 IN/EX; 18.2/ x 12 x 64 G2

81-2538 IN/EX; 18.4/ x 12 x 64 G2



50 004 884 EX; 53.1 x 43 x 10; ST; 45°

92-25003 EX; 53.11 x 43 x 9.9; G1; 45°

92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

52

125



D 2538

MTE

01.1976 →

D A 8 12763 cm³ 2V 178-235 kW 242-320 PS ϵ 17:1 \bar{H} 130



89 054 110 N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.05+1

89 340 110 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, with outside oversize 4,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891., only for standard-housing



78 289 600 PAIR PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G

78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75

78 693 600 PAIR HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604 PAIR PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600 PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston \varnothing 90 mm.

cont...



78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 280 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, 02.1976→
87 361 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
87 717 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 87 717 610 0,25 / 87 717 620 0,50 / 87 717 630 0,75

50 003 140	-- G - S - - - -; bare
25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
2573	IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III
50 004 884	EX; 53.1 x 43 x 10; ST; 45°
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
50 004 882	IN; 61.1 x 48 x 9; ST; 30°
92-25002	IN; 61.11 x 49 x 8.8; G1; 30°

KK-12H	
81-2536	IN/EX; 18/ x 12 x 64 G2
81-2537	IN/EX; 18.2/ x 12 x 64 G2
81-2538	IN/EX; 18.4/ x 12 x 64 G2

53	125
D 2540	MLE 04.1982 →
D 2540	MTE 11.1974 →
	D LA 10 17426 cm³ 2V 330-430 kW 449-585 PS £17:1 142
	D A 10 17426 cm³ 2V 323-338 kW 439-460 PS £17:1 142

93 185 600	Cyl. Ø: 125; KH: 81.3; VT1: -1.2; VT2: -1.2; MT: -37; MØ: 49.5; GL: 130.3; piston pin: 46x105; number of piston rings: 4 FBo, KKK, Lox, RTK T15 3,5 CR G3 M 3 N 3 DSF 5 CR → 80 00153 1 0 ...
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80 00153 1 0 000	Cyl. Ø: 125; Set: 1; [T15 G3 CR 3.5] [M 3] [N 3] [DSF CR 5]
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93 185 960	Piston: 93185600; Cylinder liner: 89054110
93 185 963	Piston: 93185600; Cylinder liner: 89340110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 054 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.05+1
89 340 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, with outside oversize 4,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891., only for standard-housing

78 289 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75
78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 346 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, 02.1976→
87 360 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
87 721 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 87 721 610 0,25 / 87 721 620 0,50 / 87 721 630 0,75



54		125
	D 2540	MT
		06.1980 →
		D A 10 17426 cm ³ 2V 287 kW 390 PS £ 17:1 H 142

	93 185 600	Cyl. Ø: 125; KH: 81.3; VT1: -1.2; VT2: -1.2; MT: -37; MØ: 49.5; GL: 130.3; piston pin: 46x105; number of piston rings: 4 FBo, KKK, Lox, RTK T15 3,5 CR G3 M 3 N 3 DSF 5 CR → 80 00153 1 0 ...
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	80 00153 1 0 000	Cyl. Ø: 125; Set: 1; [T15 G3 CR 3.5] [M 3] [N 3] [DSF CR 5]
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	93 185 960	Piston: 93185600; Cylinder liner: 89054110
	93 185 963	Piston: 93185600; Cylinder liner: 89340110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

	89 054 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.05+1
	89 340 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, with outside oversize 4,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891., only for standard-housing

	78 289 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'., from 346 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, 02.1976→
	87 360 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
	87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
	87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
	87 721 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 87 721 610 0,25 / 87 721 620 0,50 / 87 721 630 0,75

	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III		KK-12H
	2573	IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III		81-2536 IN/EX; 18/ x 12 x 64 G2
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III		81-2537 IN/EX; 18.2/ x 12 x 64 G2
	2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III		81-2538 IN/EX; 18.4/ x 12 x 64 G2
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°		
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°		
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°		
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°		

55		125
	D 2542	ME
		01.1976 →
	E 2542	E 312
		D AN 12 20910 cm ³ 2V 185-324 kW 252-441 PS £ 17:1 H 142
	E 2542	LE 312
		G AN 12 20910 cm ³ 2V 250 kW 340 PS £ 12,5:1 H 142
		G LA 12 20910 cm ³ 2V 400-420 kW 544-571 PS £ 11:1 H 142

















	78 289 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'., from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

cont...















87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD
87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00

56  **125**

	D 2542	MLE	05.1983 →	D	LA	12	20910 cm ³	2V	420-515 kW	571-700 PS	ε 17:1	 142
	93 185 600	Cyl. Ø: 125; KH: 81.3; VT1: -1.2; VT2: -1.2; MT: -37; MØ: 49.5; GL: 130.3; piston pin: 46x105; number of piston rings: 4 FBo, KKK, Lox, RTK T15 3,5 CR G3 M 3 N 3 DSF 5 CR → 80 00153 1 0 ...										
	80 00153 1 0 000	Cyl. Ø: 125; Set: 1; [T15 G3 CR 3.5] [M 3] [N 3] [DSF CR 5]										
	93 185 960	Piston: 93185600; Cylinder liner: 89054110										
	93 185 963	Piston: 93185600; Cylinder liner: 89340110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.										
	89 054 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.05+1										
	89 340 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, with outside oversize 4,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891., only for standard-housing										
	78 289 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75										
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00										
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00										
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.										
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!										
	87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B										
	87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD										
	87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00										

57  **125**

	D 2542	MTE	01.1976 →	D	A	12	20910 cm ³	2V	283-405 kW	385-550 PS	ε 17:1	 142
	93 185 600	Cyl. Ø: 125; KH: 81.3; VT1: -1.2; VT2: -1.2; MT: -37; MØ: 49.5; GL: 130.3; piston pin: 46x105; number of piston rings: 4 FBo, KKK, Lox, RTK T15 3,5 CR G3 M 3 N 3 DSF 5 CR → 80 00153 1 0 ...										
	80 00153 1 0 000	Cyl. Ø: 125; Set: 1; [T15 G3 CR 3.5] [M 3] [N 3] [DSF CR 5]										
	93 185 960	Piston: 93185600; Cylinder liner: 89054110										
	93 185 963	Piston: 93185600; Cylinder liner: 89340110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.										
	89 054 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.05+1										
	89 340 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, with outside oversize 4,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891., only for standard-housing										
	78 289 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75										
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00										
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00										
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.										

cont...



78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD
87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00
25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
2573	IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III
50 004 884	EX; 53.1 x 43 x 10; ST; 45°
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
50 004 882	IN; 61.1 x 48 x 9; ST; 30°
92-25002	IN; 61.11 x 49 x 8.8; G1; 30°



KK-12H



81-2536

IN/EX; 18/ x 12 x 64 G2

81-2537

IN/EX; 18.2/ x 12 x 64 G2

81-2538

IN/EX; 18.4/ x 12 x 64 G2

58	125
D 2548	MT, MTF 06.1980 → D A 8 13940 cm ³ 2V 265 kW 360 PS € 17:1 H 142

93 185 600	Cyl. Ø: 125; KH: 81.3; VT1: -1.2; VT2: -1.2; MT: -37; MØ: 49.5; GL: 130.3; piston pin: 46x105; number of piston rings: 4 FBo, KKK, Lox, RTK T15 3,5 CR G3 M 3 N 3 DSF 5 CR → 80 00153 1 0 ...
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80 00153 1 0 000	Cyl. Ø: 125; Set: 1; [T15 G3 CR 3.5] [M 3] [N 3] [DSF CR 5]
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93 185 960	Piston: 93185600; Cylinder liner: 89054110
93 185 963	Piston: 93185600; Cylinder liner: 89340110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 054 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.05+1
89 340 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, with outside oversize 4,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891., only for standard-housing

78 289 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75
78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 280 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 361 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
87 717 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 87 717 610 0,25 / 87 717 620 0,50 / 87 717 630 0,75

59	125
D 2555	MTE 1974 → 09.1976 D A 5 9199 cm ³ 2V € 17:1 H 150

93 076 600	Cyl. Ø: 125; KH: 92.4; VT1: -.2; MT: -47.1; MØ: 49.5; GL: 137.4; piston pin: 46x97; number of piston rings: 3 FBo, Lox, RTK T15 3 CR G3 M 3 DSF 5 CR → 80 00151 1 0 ... , 80 00151 1 1 ... , 80 00151 2 0 ...
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cont...



	80 00151 1 0 000	Cyl. Ø: 125; Set: 1; [T15 G3 CR 3] [M 3] [DSF CR 5]
	80 00151 1 1 000	Cyl. Ø: 125; Set: 1; [T15 G3 CR 3] [NM 3] [DSF CR 5]
	80 00151 2 0 000	Cyl. Ø: 125; Set: 2; [T15 G3 CR 3] [M 3] [DSF CR 5]
	93 076 960	Piston: 93076600; Cylinder liner: 89056110
	93 076 961	Piston: 93076600; Cylinder liner: 89057110
	89 056 110	N - Wet cylinder liner; finished; A=140 C=152 L=270 H+F=10.05+1
	89 057 110	N - Wet cylinder liner; finished; A=140 C=152 L=270 H+F=10.55+1, with oversized collar height 0,50 mm
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	87 267 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
	87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, 02.1976→
	87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00
	87 506 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
	2573	IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
	2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°

	KK-12H	
	81-2536	IN/EX; 18/ x 12 x 64 G2
	81-2537	IN/EX; 18.2/ x 12 x 64 G2
	81-2538	IN/EX; 18.4/ x 12 x 64 G2

60 **125**
D 2556 **MTE**

		11.1974 → 09.1976	D	A	6	11045 cm ³	2V	191 kW	260 PS	£ 17:1	150
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00									
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00									
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00									
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.									
	78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!									
	87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B									
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, 02.1976→									
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A									
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00									
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00									
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III									
	2573	IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III									
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III									
	2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III									
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°									
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°									
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°									
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°									

	KK-12H	
	81-2536	IN/EX; 18/ x 12 x 64 G2
	81-2537	IN/EX; 18.2/ x 12 x 64 G2
	81-2538	IN/EX; 18.4/ x 12 x 64 G2



61

125



D 2565

HM

10.1976 → 1985

D AN 5

9510 cm³

2V

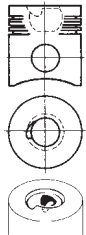
92-141 kW

125-192 PS

155

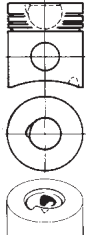


92 824 600



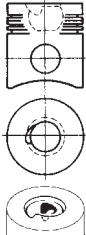
Cyl. Ø: 125; KH: 89.87; MT: -43.97; MØ: 49.5; GL: 141.87; piston pin: 46x105; number of piston rings: 3
FBo, Lox, RTK
T15 3 CR G3
M 3
DSF 5 CR
→ **80 00151 1 0 ...**, **80 00151 1 1 ...**, **80 00151 2 0 ...**
with swirl-step in the combustion bowl

92 994 600



Cyl. Ø: 125; KH: 89.67; MT: -43.77; MØ: 49.5; GL: 141.67; piston pin: 46x105; number of piston rings: 3
FBo, Lox, RTK
T15 3 CR G3
M 3
DSF 5 CR
→ **80 00151 1 0 ...**, **80 00151 1 1 ...**, **80 00151 2 0 ...**
with swirl-step in the combustion bowl

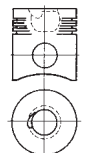
92 995 600



Cyl. Ø: 125; KH: 89.47; MT: -43.57; MØ: 49.5; GL: 141.47; piston pin: 46x105; number of piston rings: 3
FBo, Lox, RTK
T15 3 CR G3
M 3
DSF 5 CR
→ **80 00151 1 0 ...**, **80 00151 1 1 ...**, **80 00151 2 0 ...**
with swirl-step in the combustion bowl

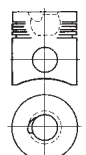
M

93 552 600



Cyl. Ø: 125; KH: 89.87; MT: -43.97; MØ: 49.5; GL: 141.87; piston pin: 46x105; number of piston rings: 3
FBo, Lox, RTK
T15 3 CR G3
M 3
DSF 5 CR
→ **80 00151 1 0 ...**, **80 00151 1 1 ...**, **80 00151 2 0 ...**
not exchangeable against 92 824 600

93 554 600



Cyl. Ø: 125; KH: 89.47; VT1: -1.7; MT: -43.57; MØ: 49.5; GL: 141.47; piston pin: 46x105; number of piston rings: 3
FBo, Lox, RTK
T15 3 CR G3
M 3
DSF 5 CR
→ **80 00151 1 0 ...**, **80 00151 1 1 ...**, **80 00151 2 0 ...**
not exchangeable against 92 995 600



80 00151 1 0 000

Cyl. Ø: 125; Set: 1; [T15 G3 CR 3] [M 3] [DSF CR 5]

80 00151 1 1 000

Cyl. Ø: 125; Set: 1; [T15 G3 CR 3] [NM 3] [DSF CR 5]

80 00151 2 0 000

Cyl. Ø: 125; Set: 2; [T15 G3 CR 3] [M 3] [DSF CR 5]



92 824 960

Piston: 92824600; Cylinder liner: 89056110

92 824 961

Piston: 92824600; Cylinder liner: 89057110

92 994 960

Piston: 92994600; Cylinder liner: 89056110

92 994 961

Piston: 92994600; Cylinder liner: 89057110

92 995 960

Piston: 92995600; Cylinder liner: 89056110

92 995 961

Piston: 92995600; Cylinder liner: 89057110

93 552 960

Piston: 93552600; Cylinder liner: 89056110

93 552 961

Piston: 93552600; Cylinder liner: 89057110

93 554 960

Piston: 93554600; Cylinder liner: 89056110



89 056 110

N - Wet cylinder liner; finished; A=140 C=152 L=270 H+F=10.05+1

89 057 110

N - Wet cylinder liner; finished; A=140 C=152 L=270 H+F=10.55+1, with oversized collar height 0,50 mm



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

cont...



78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
87 267 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00
87 506 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00
25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
2573	IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III
50 004 884	EX; 53.1 x 43 x 10; ST; 45°
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
92-25002	IN; 61.11 x 49 x 8.8; G1; 30°
KK-12H	
81-2536	IN/EX; 18/ x 12 x 64 G2
81-2537	IN/EX; 18.2/ x 12 x 64 G2
81-2538	IN/EX; 18.4/ x 12 x 64 G2

62 **125**

D 2565	ME	01.1983 →	D	AN 5	9510 cm³	2V	84-141 kW	114-192 PS	ε 17:1	155
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93 552 600	Cyl. Ø: 125; KH: 89.87; MT: -43.97; MØ: 49.5; GL: 141.87; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T15 3 CR G3 M 3 DSF 5 CR → 80 00151 1 0 ..., 80 00151 1 1 ..., 80 00151 2 0 ... not exchangeable against 92 824 600
93 554 600	Cyl. Ø: 125; KH: 89.47; VT1: -1.7; MT: -43.57; MØ: 49.5; GL: 141.47; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T15 3 CR G3 M 3 DSF 5 CR → 80 00151 1 0 ..., 80 00151 1 1 ..., 80 00151 2 0 ... not exchangeable against 92 995 600

80 00151 1 0 000	Cyl. Ø: 125; Set: 1; [T15 G3 CR 3] [M 3] [DSF CR 5]
80 00151 1 1 000	Cyl. Ø: 125; Set: 1; [T15 G3 CR 3] [NM 3] [DSF CR 5]
80 00151 2 0 000	Cyl. Ø: 125; Set: 2; [T15 G3 CR 3] [M 3] [DSF CR 5]

93 552 960	Piston: 93552600; Cylinder liner: 89056110
93 552 961	Piston: 93552600; Cylinder liner: 89057110
93 554 960	Piston: 93554600; Cylinder liner: 89056110
89 056 110	N - Wet cylinder liner; finished; A=140 C=152 L=270 H+F=10.05+1
89 057 110	N - Wet cylinder liner; finished; A=140 C=152 L=270 H+F=10.55+1, with oversized collar height 0,50 mm

78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
87 267 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00
87 506 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00

25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
2573	IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III
50 004 884	EX; 53.1 x 43 x 10; ST; 45°
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
92-25002	IN; 61.11 x 49 x 8.8; G1; 30°
KK-12H	
81-2536	IN/EX; 18/ x 12 x 64 G2
81-2537	IN/EX; 18.2/ x 12 x 64 G2
81-2538	IN/EX; 18.4/ x 12 x 64 G2



63

125

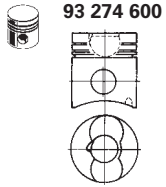


D 2565

MK, MKUL, MT

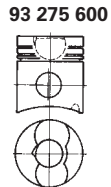
10.1976 →

D A 5 9510 cm³ 2V 169 kW 230 PS ϵ 17:1 \bar{H} 155



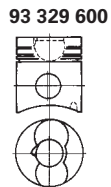
93 274 600

Cyl. \varnothing : 125; KH: 89.8; VT1: -1.7; MT: -43; M \varnothing : 52; GL: 141.8; piston pin: 46x105; number of piston rings: 3
 FBo, KKK, Lox, RTK
 T15 3,5 CR G3
 N 3
 DSF 5 CR
 → **80 00154 1 0 ...**



93 275 600

Cyl. \varnothing : 125; KH: 89.6; VT1: -1.7; MT: -42.8; M \varnothing : 52; GL: 141.6; piston pin: 46x105; number of piston rings: 3
 FBo, KKK, Lox, RTK
 T15 3,5 CR G3
 N 3
 DSF 5 CR
 → **80 00154 1 0 ...**



93 329 600

Cyl. \varnothing : 125; KH: 89.4; VT1: -1.7; MT: -42.8; M \varnothing : 52; GL: 141.4; piston pin: 46x105; number of piston rings: 3
 FBo, KKK, Lox, RTK
 T15 3,5 CR G3
 N 3
 DSF 5 CR
 → **80 00154 1 0 ...**



80 00154 1 0 000

Cyl. \varnothing : 125; Set: 1; [T15 G3 CR 3.5] [N 3] [DSF CR 5]



93 274 960

Piston: 93274600; Cylinder liner: 89056110

93 274 961

Piston: 93274600; Cylinder liner: 89057110

93 274 964

Piston: 93274600; Cylinder liner: 89525110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

93 275 960

Piston: 93275600; Cylinder liner: 89056110

93 275 961

Piston: 93275600; Cylinder liner: 89057110

93 329 960

Piston: 93329600; Cylinder liner: 89056110

93 329 961

Piston: 93329600; Cylinder liner: 89057110



89 056 110

N - Wet cylinder liner; finished; A=140 C=152 L=270 H+F=10.05+1

89 057 110

N - Wet cylinder liner; finished; A=140 C=152 L=270 H+F=10.55+1, with oversized collar height 0,50 mm

89 525 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.05+1, with outside oversize 4,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891., only for standard-housing



78 585 600

PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

78 709 600

PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston \varnothing 90 mm.

87 267 690

SET PL-B SEMI \varnothing 46.000 / 50.000 / 38.700 / St/B

87 350 690

SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B

87 504 604

SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00

87 506 600

SET PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00



50 003 140

-- G - S - - - - ; bare



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III

2573

IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III

25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III

2507

IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III



50 004 884

EX; 53.1 x 43 x 10; ST; 45°

92-25003

EX; 53.11 x 43 x 9.9; G1; 45°

50 004 882

IN; 61.1 x 48 x 9; ST; 30°

92-25002

IN; 61.11 x 49 x 8.8; G1; 30°



KK-12H



81-2536

IN/EX; 18/ x 12 x 64 G2

81-2537

IN/EX; 18.2/ x 12 x 64 G2

81-2538

IN/EX; 18.4/ x 12 x 64 G2



64



125



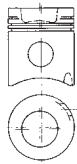
D 2566

BUH

D AN 6 11407 cm³ 2V 147 kW 200 PS ξ 17:1 155



93 776 600



Cyl. \varnothing : 125; KH: 89.87; MT: -31.07; M \varnothing : 67.1; GL: 141.87; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G3
M 3
DSF 5 CR
→ **80 00154 1 0 ...**



80 00154 1 0 000

Cyl. \varnothing : 125; Set: 1; [T15 G3 CR 3.5] [N 3] [DSF CR 5]



93 776 960

Piston: 93776600; Cylinder liner: 89056110



89 056 110

N - Wet cylinder liner; finished; A=140 C=152 L=270 H+F=10.05+1



78 585 600

PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

78 709 600

PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston \varnothing 90 mm.

78 901 600

PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 281 690

SET PL-B SEMI \varnothing 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD \varnothing 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD \varnothing 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD \varnothing 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00

87 505 600

SET PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

65



125



D 2566

E

06.1985 →

D AN 6 11407 cm³ 2V 151-185 kW 206-252 PS ξ 17:1 155

G 2566

UH, UM

1976 →

GF AN 6 11407 cm³ 2V 147 kW 200 PS ξ 10:1 155



78 585 600

PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

78 709 600

PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston \varnothing 90 mm.

78 901 600

PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 281 690

SET PL-B SEMI \varnothing 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B, **G 2566 UH, G 2566 UM**: 02.1976 →

87 501 600

SET NW-L STD \varnothing 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD \varnothing 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD \varnothing 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00

87 505 600

SET PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

M



66



125



D 2566

KUL, MLE

10.1976 →

D LA 6 11407 cm³ 2V 162-250 kW 220-340 PS ξ 17:1 \bar{H} 155

D 2566

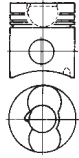
MFT, MKE, MTE, MTU, MTUE, MTUM

1976 →

D A 6 11407 cm³ 2V 147-250 kW 200-340 PS ξ 17:1 \bar{H} 155



93 274 600



Cyl. \varnothing : 125; KH: 89.8; VT1: -1.7; MT: -43; M \varnothing : 52; GL: 141.8; piston pin: 46x105; number of piston rings: 3

FBo, KKK, Lox, RTK

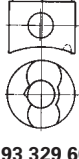
T15 3,5 CR G3

N 3

DSF 5 CR

→ **80 00154 1 0 ...**

93 275 600



Cyl. \varnothing : 125; KH: 89.6; VT1: -1.7; MT: -42.8; M \varnothing : 52; GL: 141.6; piston pin: 46x105; number of piston rings: 3

FBo, KKK, Lox, RTK

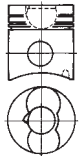
T15 3,5 CR G3

N 3

DSF 5 CR

→ **80 00154 1 0 ...**

93 329 600



Cyl. \varnothing : 125; KH: 89.4; VT1: -1.7; MT: -42.8; M \varnothing : 52; GL: 141.4; piston pin: 46x105; number of piston rings: 3

FBo, KKK, Lox, RTK

T15 3,5 CR G3

N 3

DSF 5 CR

→ **80 00154 1 0 ...**



80 00154 1 0 000

Cyl. \varnothing : 125; Set: 1; [T15 G3 CR 3.5] [N 3] [DSF CR 5]



93 274 960

Piston: 93274600; Cylinder liner: 89056110

93 274 961

Piston: 93274600; Cylinder liner: 89057110

93 274 964

Piston: 93274600; Cylinder liner: 89525110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

93 275 960

Piston: 93275600; Cylinder liner: 89056110

93 275 961

Piston: 93275600; Cylinder liner: 89057110

93 329 960

Piston: 93329600; Cylinder liner: 89056110

93 329 961

Piston: 93329600; Cylinder liner: 89057110



89 056 110

N - Wet cylinder liner; finished; A=140 C=152 L=270 H+F=10.05+1

89 057 110

N - Wet cylinder liner; finished; A=140 C=152 L=270 H+F=10.55+1, with oversized collar height 0,50 mm

89 525 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.05+1, with outside oversize 4,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891., only for standard-housing



78 585 600

PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G

78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

78 709 600

PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston \varnothing 90 mm.

78 901 600

PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'., from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 281 690

SET PL-B SEMI \varnothing 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD \varnothing 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD \varnothing 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD \varnothing 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G

87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00

87 505 600

SET PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 140

-- G - S - - - - ; bare



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III

2573

IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III

25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



KK-12H



81-2536

IN/EX; 18/ x 12 x 64 G2

81-2537

IN/EX; 18.2/ x 12 x 64 G2

cont...



TRW
EngineComponents

PIERBURG



MAN

2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III	81-2538	IN/EX; 18.4/ x 12 x 64 G2
50 004 884	EX; 53.1 x 43 x 10; ST; 45°		
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°		
50 004 882	IN; 61.1 x 48 x 9; ST; 30°		
92-25002	IN; 61.11 x 49 x 8.8; G1; 30°		

67	125	D 2566	ME	01.1983 → 12.1993	D	AN 6	11407 cm ³	2V	136-177 kW	185-240 PS	155
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93 552 600	<p>Cyl. Ø: 125; KH: 89.87; MT: -43.97; MØ: 49.5; GL: 141.87; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T15 3 CR G3 M 3 DSF 5 CR → 80 00151 1 0 ..., 80 00151 1 1 ..., 80 00151 2 0 ... not exchangeable against 92 824 600</p>
93 554 600	<p>Cyl. Ø: 125; KH: 89.47; VT1: -1.7; MT: -43.57; MØ: 49.5; GL: 141.47; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T15 3 CR G3 M 3 DSF 5 CR → 80 00151 1 0 ..., 80 00151 1 1 ..., 80 00151 2 0 ... not exchangeable against 92 995 600</p>

80 00151 1 0 000	Cyl. Ø: 125; Set: 1; [T15 G3 CR 3] [M 3] [DSF CR 5]
80 00151 1 1 000	Cyl. Ø: 125; Set: 1; [T15 G3 CR 3] [NM 3] [DSF CR 5]
80 00151 2 0 000	Cyl. Ø: 125; Set: 2; [T15 G3 CR 3] [M 3] [DSF CR 5]

93 552 960	Piston: 93552600; Cylinder liner: 89056110
93 552 961	Piston: 93552600; Cylinder liner: 89057110
93 554 960	Piston: 93554600; Cylinder liner: 89056110

89 056 110	N - Wet cylinder liner; finished; A=140 C=152 L=270 H+F=10.05+1
89 057 110	N - Wet cylinder liner; finished; A=140 C=152 L=270 H+F=10.55+1, with oversized collar height 0,50 mm

78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III	KK-12H	
2573	IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III	81-2536	IN/EX; 18/ x 12 x 64 G2
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III	81-2537	IN/EX; 18.2/ x 12 x 64 G2
2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III	81-2538	IN/EX; 18.4/ x 12 x 64 G2
50 004 884	EX; 53.1 x 43 x 10; ST; 45°		
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°		
92-25002	IN; 61.11 x 49 x 8.8; G1; 30°		

M



68



125



D 2566

MKUL

01.1979 → 1991

D LA 6

11407 cm³

2V

206-235 kW

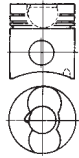
280-320 PS

ε 17:1

155

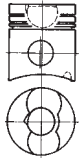


93 274 600



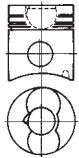
Cyl. Ø: 125; KH: 89.8; VT1: -1.7; MT: -43; MØ: 52; GL: 141.8; piston pin: 46x105; number of piston rings: 3
FBo, KKK, Lox, RTK
T15 3,5 CR G3
N 3
DSF 5 CR
→ **80 00154 1 0 ...**

93 275 600



Cyl. Ø: 125; KH: 89.6; VT1: -1.7; MT: -42.8; MØ: 52; GL: 141.6; piston pin: 46x105; number of piston rings: 3
FBo, KKK, Lox, RTK
T15 3,5 CR G3
N 3
DSF 5 CR
→ **80 00154 1 0 ...**

93 329 600



Cyl. Ø: 125; KH: 89.4; VT1: -1.7; MT: -42.8; MØ: 52; GL: 141.4; piston pin: 46x105; number of piston rings: 3
FBo, KKK, Lox, RTK
T15 3,5 CR G3
N 3
DSF 5 CR
→ **80 00154 1 0 ...**



80 00154 1 0 000

Cyl. Ø: 125; Set: 1; [T15 G3 CR 3.5] [N 3] [DSF CR 5]



93 274 960

Piston: 93274600; Cylinder liner: 89056110

93 274 961

Piston: 93274600; Cylinder liner: 89057110

93 274 964

Piston: 93274600; Cylinder liner: 89525110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

93 275 960

Piston: 93275600; Cylinder liner: 89056110

93 275 961

Piston: 93275600; Cylinder liner: 89057110

93 329 960

Piston: 93329600; Cylinder liner: 89056110

93 329 961

Piston: 93329600; Cylinder liner: 89057110



89 056 110

N - Wet cylinder liner; finished; A=140 C=152 L=270 H+F=10.05+1

89 057 110

N - Wet cylinder liner; finished; A=140 C=152 L=270 H+F=10.55+1, with oversized collar height 0,50 mm

89 525 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.05+1, with outside oversize 4,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891., only for standard-housing



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'., from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 140

-- G - S - - - - ; bare



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III

2573

IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III

25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III

2507

IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III



KK-12H



81-2536

IN/EX; 18/ x 12 x 64 G2

81-2537

IN/EX; 18.2/ x 12 x 64 G2

81-2538

IN/EX; 18.4/ x 12 x 64 G2

cont...



	50 004 884	EX; 53.1 x 43 x 10; ST; 45°	
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°	
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°	
	92-25001	IN; 61.11 x 48 x 8.9; G1; 30°	
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°	
	50 005 210		50 005 827 with impeller 50 005 828 without impeller

69 **125**
D 2566 **MUE**
 10.1976 → 08.1981 D AN 6 11407 cm³ 2V 177 kW 241 PS 155

	92 824 600	 	Cyl. Ø: 125; KH: 89.87; MT: -43.97; MØ: 49.5; GL: 141.87; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T15 3 CR G3 M 3 DSF 5 CR → 80 00151 1 0 ... , 80 00151 1 1 ... , 80 00151 2 0 ... with swirl-step in the combustion bowl
	92 994 600	 	Cyl. Ø: 125; KH: 89.67; MT: -43.77; MØ: 49.5; GL: 141.67; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T15 3 CR G3 M 3 DSF 5 CR → 80 00151 1 0 ... , 80 00151 1 1 ... , 80 00151 2 0 ... with swirl-step in the combustion bowl
	92 995 600	 	Cyl. Ø: 125; KH: 89.47; MT: -43.57; MØ: 49.5; GL: 141.47; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T15 3 CR G3 M 3 DSF 5 CR → 80 00151 1 0 ... , 80 00151 1 1 ... , 80 00151 2 0 ... with swirl-step in the combustion bowl
	93 552 600	 	Cyl. Ø: 125; KH: 89.87; MT: -43.97; MØ: 49.5; GL: 141.87; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T15 3 CR G3 M 3 DSF 5 CR → 80 00151 1 0 ... , 80 00151 1 1 ... , 80 00151 2 0 ... not exchangeable against 92 824 600
	93 554 600	 	Cyl. Ø: 125; KH: 89.47; VT1: -1.7; MT: -43.57; MØ: 49.5; GL: 141.47; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T15 3 CR G3 M 3 DSF 5 CR → 80 00151 1 0 ... , 80 00151 1 1 ... , 80 00151 2 0 ... not exchangeable against 92 995 600

	80 00151 1 0 000	Cyl. Ø: 125; Set: 1; [T15 G3 CR 3] [M 3] [DSF CR 5]
	80 00151 1 1 000	Cyl. Ø: 125; Set: 1; [T15 G3 CR 3] [NM 3] [DSF CR 5]
	80 00151 2 0 000	Cyl. Ø: 125; Set: 2; [T15 G3 CR 3] [M 3] [DSF CR 5]

	92 824 960	Piston: 92824600; Cylinder liner: 89056110
	92 824 961	Piston: 92824600; Cylinder liner: 89057110
	92 994 960	Piston: 92994600; Cylinder liner: 89056110
	92 994 961	Piston: 92994600; Cylinder liner: 89057110
	92 995 960	Piston: 92995600; Cylinder liner: 89056110
	92 995 961	Piston: 92995600; Cylinder liner: 89057110
	93 552 960	Piston: 93552600; Cylinder liner: 89056110

cont...





93 552 961	Piston: 93552600; Cylinder liner: 89057110
93 554 960	Piston: 93554600; Cylinder liner: 89056110
89 056 110	N - Wet cylinder liner; finished; A=140 C=152 L=270 H+F=10.05+1
89 057 110	N - Wet cylinder liner; finished; A=140 C=152 L=270 H+F=10.55+1, with oversized collar height 0,50 mm
78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
2573	IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III
50 004 884	EX; 53.1 x 43 x 10; ST; 45°
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
92-25002	IN; 61.11 x 49 x 8.8; G1; 30°

KK-12H	
81-2536	IN/EX; 18/ x 12 x 64 G2
81-2537	IN/EX; 18.2/ x 12 x 64 G2
81-2538	IN/EX; 18.4/ x 12 x 64 G2

M

70	126
D 2676 Euro 4	LF 05
	D LA 6 12419 cm ³ 4V 353 kW 480 PS £ 19:1 166
D 2676 Euro 5	LF 07
	D LA 6 12419 cm ³ 4V 353 kW 480 PS £ 19:1 166

78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00

25307	EX; 38 x 9 x 160.4 x RA/S - Cr - 45° - 22 - III
25306	IN; 40 x 9 x 160.4 x RA/S - Cr - 30° - 22 - III
MK-9H	
81-25106	IN/EX; 15.05/ x 9 x 66.5 G2

71	126
D 2676 Euro 4	LOH 01, LOH 02
	2006 → D LA 6 12419 cm ³ 4V 338-353 kW 460-480 PS £ 19:1 166

25307	EX; 38 x 9 x 160.4 x RA/S - Cr - 45° - 22 - III
25306	IN; 40 x 9 x 160.4 x RA/S - Cr - 30° - 22 - III
MK-9H	
81-25106	IN/EX; 15.05/ x 9 x 66.5 G2

72	128
D 2840	F, OH
	06.1980 → D AN 10 18273 cm ³ 2V 265 kW 360 PS £ 17,5:1 142

80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
89 092 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
78 289 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75
78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

cont...



78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 346 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 360 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
87 721 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 87 721 610 0,25 / 87 721 620 0,50 / 87 721 630 0,75



25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
2573	IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III



KK-12H	
81-2536	IN/EX; 18/ x 12 x 64 G2
81-2537	IN/EX; 18,2/ x 12 x 64 G2
81-2538	IN/EX; 18,4/ x 12 x 64 G2



50 004 884	EX; 53.1 x 43 x 10; ST; 45°
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
50 004 882	IN; 61.1 x 48 x 9; ST; 30°
92-25002	IN; 61.11 x 49 x 8.8; G1; 30°

73

128



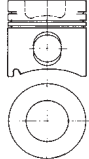
D 2840 Euro 1

L

1991 → 1997 D LA 10 18273 cm³ 2V 329-467 kW 447-635 PS ⚙️ 17:1 🛢️ 142



91 487 700	Cyl. Ø: 128; KH: 81.3; MT: -30; MØ: 67; GL: 130.3; piston pin: 46x105; number of piston rings: 3 RTK, FBo T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
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80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



91 487 970	Piston: 91487700; Cylinder liner: 89092110. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
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89 092 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
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78 289 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75
78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 346 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 360 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
87 721 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 87 721 610 0,25 / 87 721 620 0,50 / 87 721 630 0,75



25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
2573	IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III



KK-12H	
81-2536	IN/EX; 18/ x 12 x 64 G2
81-2537	IN/EX; 18,2/ x 12 x 64 G2
81-2538	IN/EX; 18,4/ x 12 x 64 G2

cont...

M



TRW
EngineComponents

PIERBURG



MAN

	50 004 884	EX; 53.1 x 43 x 10; ST; 45°
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°

50 005 612

74

128

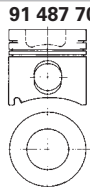
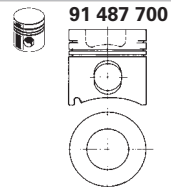


D 2840

LE

06.1985 →

D LA 10 18273 cm³ 2V 346-460 kW 470-626 PS £15,9:1 H 142



91 487 700 Cyl. Ø: 128; KH: 81.3; MT: -30; MØ: 67; GL: 130.3; piston pin: 46x105; number of piston rings: 3
RTK, FBo
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000 Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
80 00155 6 0 000 Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



91 487 970 Piston: 91487700; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 092 110 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 289 600 PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G
78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75



78 693 600 PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00



78 694 604 PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00



78 709 600 PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.



78 897 600 PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER', from 346 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!



87 347 690 SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B



87 360 690 SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B



87 384 690 SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 384 694 SEMI / 87 384 600 STD



87 399 604 SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00



87 721 600 SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G
87 721 610 0,25 / 87 721 620 0,50 / 87 721 630 0,75



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



2573 IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III



25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



2507 IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III



KK-12H



81-2536 IN/EX; 18/ x 12 x 64 G2
81-2537 IN/EX; 18.2/ x 12 x 64 G2
81-2538 IN/EX; 18.4/ x 12 x 64 G2

	50 004 884	EX; 53.1 x 43 x 10; ST; 45°
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°

75

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D 2840

LE 201, LE 202, LE 203

10.1994 →

D LA 10 18273 cm³ 2V 357-718 kW 485-976 PS £17:1 H 142



78 289 600 PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G
78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75



78 693 600 PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00



78 694 604 PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00



78 709 600 PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.



78 897 600 PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER', from 346 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

cont...



87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 360 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
87 721 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 87 721 610 0,25 / 87 721 620 0,50 / 87 721 630 0,75



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H

25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



50 004 884 EX; 53.1 x 43 x 10; ST; 45°



81-25102 EX; 18/ x 12.02 x 56 G2

50 004 882 IN; 61.1 x 48 x 9; ST; 30°

81-25107 EX; 18.2/ x 12.02 x 56 G2

81-2536 IN/EX; 18/ x 12 x 64 G2

81-2537 IN/EX; 18.2/ x 12 x 64 G2

81-2538 IN/EX; 18.4/ x 12 x 64 G2

76

128



D 2840

LE 21, LE 301

1996 →

D LA 10 18273 cm³ 2V 368-443 kW 500-602 PS £17:1 142

D 2840

TF

03.1985 →

D A 10 18273 cm³ 2V 324 kW 440 PS £15,5:1 142



78 289 600 PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G

78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75

78 693 600 PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604 PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600 PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600 PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER', from 346 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 347 690 SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 360 690 SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 384 690 SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B

87 384 694 SEMI / 87 384 600 STD

87 399 604 SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00

87 721 600 SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G

87 721 610 0,25 / 87 721 620 0,50 / 87 721 630 0,75

77

128



D 2840

LE 401, LE 402, LE 403

1994 →

D LA 10 18273 cm³ 2V 441-772 kW 600-1050 PS £17:1 142



78 289 600 PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G

78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75

78 693 600 PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604 PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600 PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600 PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER', from 346 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 347 690 SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 360 690 SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 384 690 SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B

87 384 694 SEMI / 87 384 600 STD

87 399 604 SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00

87 721 600 SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G

87 721 610 0,25 / 87 721 620 0,50 / 87 721 630 0,75

cont...





TRW
EngineComponents

PIERBURG

MAN

	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III		KK-12H
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III		
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°		81-2536
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°		81-2537
				81-2538

78		128
	D 2840	LET
	1991 →	D LA 10 18273 cm ³ 2V 346-460 kW 470-626 PS € 15,9:1 142

	92 052 700	Cyl. Ø: 128; KH: 81.3; VT1: -1.1; MT: -30; MØ: 67.5; GL: 130.3; piston pin: 46x105; number of piston rings: 3 RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
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	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

	92 052 970	Piston: 92052700; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
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	89 092 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
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	78 289 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75
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	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
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	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
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	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
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	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 346 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
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	87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 360 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

	87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
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	87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
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	87 721 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 87 721 610 0,25 / 87 721 620 0,50 / 87 721 630 0,75
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79		128
	D 2840 Euro 0	LF 03
	09.1999 →	D LA 10 18273 cm ³ 2V 346 kW 470 PS 142

	50 003 161	-- G - S - - - - ; bare
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	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III		KK-12H
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	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III		
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	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°		81-25102
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°		81-25107
	92-25008	IN; 61.11 x 49 x 8.9; G1; 30°		81-2536

				81-2537
				81-2538

80		128
	D 2840 Euro 2	LF 21, LF 23, LF 24
	04.1998 →	D LA 10 18273 cm ³ 2V 441-466 kW 600-633 PS € 17:1 142

	78 289 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75
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	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
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	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
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	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
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TRW
EngineComponents



78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 346 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!	
87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B	
87 360 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B	
87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD	
87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00	
87 721 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 87 721 610 0,25 / 87 721 620 0,50 / 87 721 630 0,75	
50 003 162	-- G - S - - - - -; bare	
50 003 462	- V - G - S - - - - -; partially assembled	
25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III	KK-12H
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III	81-25102 EX; 18/ x 12.02 x 56 G2
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°	81-25107 EX; 18.2/ x 12.02 x 56 G2
92-25008	IN; 61.11 x 49 x 8.9; G1; 30°	81-25101 IN; 18/ x 12.02 x 59.5 G2
		81-25108 IN; 18.2/ x 12.02 x 59.5 G2

81	128	D 2840 Euro 0	LF/420	07.2000 →	D	LA	10	18273 cm ³	2V	309 kW	420 PS	⊗ 15,9:1	142
94 948 600		Cyl. Ø: 128; KH: 81.3; MT: -25.1; MØ: 71; GL: 130; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...											
80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]												
80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]												
94 948 960	Piston: 94948600; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.												
89 092 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.												
50 003 161	-- G - S - - - - -; bare												
25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III	KK-12H											
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III	81-25102 EX; 18/ x 12.02 x 56 G2											
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°	81-25107 EX; 18.2/ x 12.02 x 56 G2											
92-25002	IN; 61.11 x 49 x 8.8; G1; 30°	81-2536 IN/EX; 18/ x 12 x 64 G2											
92-25008	IN; 61.11 x 49 x 8.9; G1; 30°	81-2537 IN/EX; 18.2/ x 12 x 64 G2											
		81-2538 IN/EX; 18.4/ x 12 x 64 G2											

82	128	D 2840 Euro 0	LF/460	05.1987 → 06.1996	D	LA	10	18273 cm ³	2V	338 kW	460 PS	⊗ 15,9:1	142
94 948 600		Cyl. Ø: 128; KH: 81.3; MT: -25.1; MØ: 71; GL: 130; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...											
80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]												
80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]												
94 948 960	Piston: 94948600; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.												
89 092 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.												
78 289 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75												
78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00												

cont...










TRW
EngineComponents


PIERBURG




MAN


	50 003 160	-- G - S - - - - ; bare		
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III		KK-12H
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III		81-2536
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°		IN/EX; 18/ x 12 x 64 G2
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°		81-2537
				IN/EX; 18.2/ x 12 x 64 G2
				81-2538
				IN/EX; 18.4/ x 12 x 64 G2

83		128
	D 2840	LF/520
		→ 07.2000
		D LA 10 18273 cm ³ 2V 382 kW 520 PS € 15,9:1 H 142

	91 487 700	Cyl. Ø: 128; KH: 81.3; MT: -30; MØ: 67; GL: 130.3; piston pin: 46x105; number of piston rings: 3 RTK, FBo T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
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	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

	91 487 970	Piston: 91487700; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
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	89 092 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
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	78 289 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75
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	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
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	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
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	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
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	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 346 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
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	87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 360 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

	87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
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	87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
--	-------------------	---

	87 721 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 87 721 610 0,25 / 87 721 620 0,50 / 87 721 630 0,75
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	50 003 161	-- G - S - - - - ; bare
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	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III		KK-12H
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III		81-25102
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°		EX; 18/ x 12.02 x 56 G2
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°		81-25107
	92-25008	IN; 61.11 x 49 x 8.9; G1; 30°		EX; 18.2/ x 12.02 x 56 G2
				81-2536
				IN/EX; 18/ x 12 x 64 G2
				81-2537
				IN/EX; 18.2/ x 12 x 64 G2
				81-2538
				IN/EX; 18.4/ x 12 x 64 G2



84

128



D 2840

LX, LXE, LYE, LZE

1987 →

D LA 10 18273 cm³ 2V 368-674 kW 500-917 PS ξ 13,5:1 η 142



94 944 600



Cyl. \varnothing : 128; KH: 81.3; MT: -32; M \varnothing : 71.5; GL: 130; piston pin: 46x105; number of piston rings: 3

FBo, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. \varnothing : 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



80 00155 6 0 000

Cyl. \varnothing : 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



94 944 960

Piston: 94944600; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 092 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 289 600

PAIR PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G

78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75

78 693 600

PAIR HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston \varnothing 90 mm.

78 897 600

PAIR PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER', from 346 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 347 690

SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B

87 360 690

SET PL-B SEMI \varnothing 46.000 / 50.000 / 38.700 / St/B

87 384 690

SET NW-L SEMI \varnothing 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI \varnothing 69.940 / 76.000 / 35.000 / St/B

87 384 694 SEMI / 87 384 600 STD

87 399 604

SET HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00

87 721 600

SET PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G

87 721 610 0,25 / 87 721 620 0,50 / 87 721 630 0,75

85

128



D 2840

MH

06.1980 →

D AN 10 18273 cm³ 2V 268 kW 334 PS ξ 17,5:1 η 142



80 00155 1 0 000

Cyl. \varnothing : 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



80 00156 1 0 000

Cyl. \varnothing : 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5.5]

80 00155 6 0 000

Cyl. \varnothing : 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



89 092 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 289 600

PAIR PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G

78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75

78 693 600

PAIR HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston \varnothing 90 mm.

78 897 600

PAIR PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER', from 346 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 347 690

SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B

87 360 690

SET PL-B SEMI \varnothing 46.000 / 50.000 / 38.700 / St/B

87 384 690

SET NW-L SEMI \varnothing 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI \varnothing 69.940 / 76.000 / 35.000 / St/B

87 384 694 SEMI / 87 384 600 STD

87 399 604

SET HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00

87 721 600

SET PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G

87 721 610 0,25 / 87 721 620 0,50 / 87 721 630 0,75

cont...

M









TRW
EngineComponents




PIERBURG












MAN


	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III		KK-12H
	2573	IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III		81-2536
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III		81-2537
	2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III		81-2538
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°		
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°		
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°		
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°		





86		128
	D 2840	T
	03.1985 →	D A 10 18273 cm ³ 2V 294 kW 400 PS € 15,5:1 142

	92 052 700	Cyl. Ø: 128; KH: 81.3; VT1: -1.1; MT: -30; MØ: 67.5; GL: 130.3; piston pin: 46x105; number of piston rings: 3 RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
		
		

	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	92 052 970	Piston: 92052700; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 092 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	78 289 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 346 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 360 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
	87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
	87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
	87 721 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 87 721 610 0,25 / 87 721 620 0,50 / 87 721 630 0,75

	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III		KK-12H
	2573	IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III		81-2536
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III		81-2537
	2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III		81-2538
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°		
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°		
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°		
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°		

87		128
	D 2842	E
	06.1980 →	D AN 12 21930 cm ³ 2V 305-338 kW 415-460 PS € 15,5:1 142

	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	80 00156 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5.5]
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	89 092 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...



	78 289 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD
	87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°
		KK-12H
		81-2536 IN/EX; 18/ x 12 x 64 G2
		81-2537 IN/EX; 18.2/ x 12 x 64 G2
		81-2538 IN/EX; 18.4/ x 12 x 64 G2

88	128	
	D 2842 Euro 1	L 1000, L/760
		1991 → 1997 D LA 12 21930 cm ³ 2V 420-735 kW 570-1000 PS 142
	D 2842	LE 301, LE 303, LE 409, LE 410, LE 413, LE 609
		1997 → D LA 12 21930 cm ³ 2V 437-1103 kW 594-1500 PS 142
	E 2842	LN
		04.1995 → G A 12 21930 cm ³ 2V 143 kW 194 PS 10:1 142

	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD
	87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00

89	128	
	D 2842	LE
		06.1987 → D LA 12 21930 cm ³ 2V 497 kW 676 PS 15.5:1 142

	92 052 700	Cyl. Ø: 128; KH: 81.3; VT1: -1.1; MT: -30; MØ: 67.5; GL: 130.3; piston pin: 46x105; number of piston rings: 3 RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	92 052 970	Piston: 92052700; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 092 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.

cont...



TRW
EngineComponents

PIERBURG



MAN

	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!			
	87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B			
	87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD			
	87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00			
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III		KK-12H	
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III		81-2536	IN/EX; 18/ x 12 x 64 G2
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°		81-2537	IN/EX; 18.2/ x 12 x 64 G2
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°		81-2538	IN/EX; 18.4/ x 12 x 64 G2

90 **128**
D 2842 **LE 201, LE 202, LE 203, LE 401, LE 403, LE 405, LZE**
01.1990 → D LA 12 21930 cm³ 2V 446-809 kW 606-1100 PS 142

	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00			
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00			
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.			
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!			
	87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B			
	87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD			
	87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00			
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III		KK-12H	
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III		81-2536	IN/EX; 18/ x 12 x 64 G2
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°		81-2537	IN/EX; 18.2/ x 12 x 64 G2
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°		81-2538	IN/EX; 18.4/ x 12 x 64 G2

91 **128**
D 2842 **LE 21**
05.1991 → D LA 12 21930 cm³ 2V 449-494 kW 610-672 PS 15,5:1 142

	92 052 700	Cyl. Ø: 128; KH: 81.3; VT1: -1.1; MT: -30; MØ: 67.5; GL: 130.3; piston pin: 46x105; number of piston rings: 3 RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	92 052 970	Piston: 92052700; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 092 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD
	87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00



92 **128**
D 2842 **LE 402, LE 404, LE 408**
 1994 → D LA 12 21930 cm³ 2V 735-956 kW 1000-1300 PS 142

	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD
	87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°
	KK-12H	
	81-25102	EX; 18./ x 12.02 x 56 G2
	81-25107	EX; 18.2/ x 12.02 x 56 G2
	81-2536	IN/EX; 18/ x 12 x 64 G2
	81-2537	IN/EX; 18.2/ x 12 x 64 G2
	81-2538	IN/EX; 18.4/ x 12 x 64 G2

93 **128**
D 2842 **LE 406**
 1995 → D LA 12 21930 cm³ 2V 882 kW 1200 PS 142

	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD
	87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00
	50 003 161	-- G - S - - - -; bare
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°
	KK-12H	
	81-25102	EX; 18./ x 12.02 x 56 G2
	81-25107	EX; 18.2/ x 12.02 x 56 G2
	81-2536	IN/EX; 18/ x 12 x 64 G2
	81-2537	IN/EX; 18.2/ x 12 x 64 G2
	81-2538	IN/EX; 18.4/ x 12 x 64 G2

94 **128**
D 2842 **LE 602, LE 604, LE 606, LE 607**
 D LA 12 21930 cm³ 2V 480-662 kW 653-900 PS 142

	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

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TRW
EngineComponents


PIERBURG







MAN




87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD
87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00
 25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
	 KK-12H
	 81-25102 EX; 18/ x 12.02 x 56 G2
	81-25107 EX; 18.2/ x 12.02 x 56 G2
	81-25101 IN; 18/ x 12.02 x 59.5 G2
	81-25108 IN; 18.2/ x 12.02 x 59.5 G2


95	 128
 D 2842	LF
	01.1988 → D LA 12 21930 cm ³ 2V 735 kW 1000 PS £ 15,5:1  142

 78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'., from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD
87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00


 50 003 160	-- G - S - - - - ; bare
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 25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III	 KK-12H
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III	
 50 004 884	EX; 53.1 x 43 x 10; ST; 45°	 81-2536 IN/EX; 18/ x 12 x 64 G2
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°	81-2537 IN/EX; 18.2/ x 12 x 64 G2
50 004 882	IN; 61.1 x 48 x 9; ST; 30°	81-2538 IN/EX; 18.4/ x 12 x 64 G2
92-25002	IN; 61.11 x 49 x 8.8; G1; 30°	
92-25008	IN; 61.11 x 49 x 8.9; G1; 30°	


96	 128
 D 2842 Euro 1	LF 01
	01.1990 → D LA 12 21930 cm ³ 2V 559 kW 624 PS £ 15,5:1  142

 94 949 600	Cyl. Ø: 128; KH: 81.3; MT: -21.5; MØ: 75.6; GL: 130; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 NM 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
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 80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

 94 949 960	Piston: 94949600; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
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 89 092 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
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 78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'., from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD

cont..



87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00
50 003 160	-- G - S - - - - -; bare
25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
50 004 884	EX; 53.1 x 43 x 10; ST; 45°
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
50 004 882	IN; 61.1 x 48 x 9; ST; 30°
92-25002	IN; 61.11 x 49 x 8.8; G1; 30°
92-25008	IN; 61.11 x 49 x 8.9; G1; 30°
KK-12H	
81-25102	EX; 18/ x 12.02 x 56 G2
81-25107	EX; 18.2/ x 12.02 x 56 G2
81-2536	IN/EX; 18/ x 12 x 64 G2
81-2537	IN/EX; 18.2/ x 12 x 64 G2
81-2538	IN/EX; 18.4/ x 12 x 64 G2

97 **128**
D 2842 **LXE**
02.1987 → D LA 12 21930 cm³ 2V 662-735 kW 900-1000 PS ϵ 13,5:1 142

94 944 600	Cyl. Ø: 128; KH: 81.3; MT: -32; MØ: 71.5; GL: 130; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
94 944 960	Piston: 94944600; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 092 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD
87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00

98 **128**
D 2842 Euro 0 **LXF**
01.1990 → D LA 12 21930 cm³ 2V 735 kW 1000 PS 142

92 052 700	Cyl. Ø: 128; KH: 81.3; VT1: -1.1; MT: -30; MØ: 67.5; GL: 130.3; piston pin: 46x105; number of piston rings: 3 RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
92 052 970	Piston: 92052700; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 092 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

cont...



78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER', from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD
87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00



50 003 160 -- G - S - - - - ; bare



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H



25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-2536

IN/EX; 18/ x 12 x 64 G2



50 004 884 EX; 53.1 x 43 x 10; ST; 45°

81-2537

IN/EX; 18.2/ x 12 x 64 G2

92-25003 EX; 53.11 x 43 x 9.9; G1; 45°

81-2538

IN/EX; 18.4/ x 12 x 64 G2

50 004 882 IN; 61.1 x 48 x 9; ST; 30°

92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

92-25008 IN; 61.11 x 49 x 8.9; G1; 30°

99

128



D 2842

LYE

02.1987 →

D

LA

12

21930

cm³

2V

735-808

kW

1000-1099

PS

€ 13,5:1

142



94 944 600

Cyl. Ø: 128; KH: 81.3; MT: -32; MØ: 71.5; GL: 130; piston pin: 46x105; number of piston rings: 3



FB₀, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0** ..., **80 00155 6 0** ...



M



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



94 944 960

Piston: 94944600; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 092 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / **78 693 610** 0,25 / **78 693 620** 0,50 / **78 693 630** 0,75 / **78 693 640** 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / **78 694 614** 0,25 / **78 694 624** 0,50 / **78 694 634** 0,75 / **78 694 644** 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / **78 897 610** 0,25 / **78 897 620** 0,50 / **78 897 630** 0,75 / **78 897 640** 1,00, The upper shell is marked with 'SPUTTER', from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 346 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 366 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 366 694 SEMI / **87 366 600** STD

87 397 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 397 605 0,10 / **87 397 614** 0,25 / **87 397 624** 0,50 / **87 397 634** 0,75 / **87 397 644** 1,00



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H



25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-2536

IN/EX; 18/ x 12 x 64 G2



50 004 884 EX; 53.1 x 43 x 10; ST; 45°

81-2537

IN/EX; 18.2/ x 12 x 64 G2

50 004 882 IN; 61.1 x 48 x 9; ST; 30°

81-2538

IN/EX; 18.4/ x 12 x 64 G2

100

128



D 2842

M

1991 → 1997

D

AN

12

21930

cm³

2V

305

kW

415

PS

142



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]






89 092 110




N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



cont...







	78 289 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD
	87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00

101  **128**
D 2842 **ME**
01.1983 → D AN 12 21930 cm³ 2V 300-338 kW 408-460 PS  142

	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	80 00156 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5.5]
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	89 092 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	78 289 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD
	87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00

102  **128**
D 2842 **MLE**
01.1983 → D AN 12 21930 cm³ 2V 300-338 kW 408-460 PS  142

	92 052 700	Cyl. Ø: 128; KH: 81.3; VT1: -1.1; MT: -30; MØ: 67.5; GL: 130.3; piston pin: 46x105; number of piston rings: 3 RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	92 052 970	Piston: 92052700; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 092 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

M



103

128



D 2842

T

1991 → 1997

D

A

12

21930 cm³

2V

375-398 kW

510-541 PS

ε 15,5:1

H 142



92 052 700

Cyl. Ø: 128; KH: 81.3; VT1: -1.1; MT: -30; MØ: 67.5; GL: 130.3; piston pin: 46x105; number of piston rings: 3

RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ 80 00155 1 0 ..., 80 00155 6 0 ...



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



92 052 970

Piston: 92052700; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 092 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 289 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G

78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'., from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 346 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 366 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B

87 366 694 SEMI / 87 366 600 STD

87 397 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00

M



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III

2573

IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III

25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III

2507

IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III



KK-12H



81-2536

IN/EX; 18/ x 12 x 64 G2

81-2537

IN/EX; 18.2/ x 12 x 64 G2

81-2538

IN/EX; 18.4/ x 12 x 64 G2



50 004 884

EX; 53.1 x 43 x 10; ST; 45°

92-25003

EX; 53.11 x 43 x 9.9; G1; 45°

50 004 882

IN; 61.1 x 48 x 9; ST; 30°

92-25002

IN; 61.11 x 49 x 8.8; G1; 30°

104

128



D 2842

TE 60

04.1989 →

D

A

12

21930 cm³

2V

361 kW

491 PS

ε 15,5:1

H 142



92 052 700

Cyl. Ø: 128; KH: 81.3; VT1: -1.1; MT: -30; MØ: 67.5; GL: 130.3; piston pin: 46x105; number of piston rings: 3

RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ 80 00155 1 0 ..., 80 00155 6 0 ...



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



92 052 970

Piston: 92052700; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 092 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 289 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G

78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

cont...



78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER', from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD
87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00

105

128



D 2848

H, OH

06.1980 →

D

AN 8

14618 cm³

2V

206 kW

280 PS

ε 17:1

142



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



89 092 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 289 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G
78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER', from 280 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 348 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 361 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 385 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 385 694 SEMI / 87 385 600 STD

87 401 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00

87 717 600

SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G
87 717 610 0,25 / 87 717 620 0,50 / 87 717 630 0,75

M

106

128



D 2848

L, LE 30, LZE

1991 →

D

LA 8

14618 cm³

2V

280-539 kW

380-733 PS

142



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER', from 280 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 348 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 361 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 385 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 385 694 SEMI / 87 385 600 STD

87 401 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00

87 717 600

SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G
87 717 610 0,25 / 87 717 620 0,50 / 87 717 630 0,75



50 003 160

-- G - S - - - -; bare



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



92-25003

EX; 53.11 x 43 x 9.9; G1; 45°

92-25002

IN; 61.11 x 49 x 8.8; G1; 30°



KK-12H



81-2536

IN/EX; 18/ x 12 x 64 G2

81-2537

IN/EX; 18.2/ x 12 x 64 G2

81-2538

IN/EX; 18.4/ x 12 x 64 G2



107

128



D 2848

LE

04.1989→

D

LA

8

14618 cm³

2V

265-292 kW

360-397 PS

142

92 052 700



Cyl. Ø: 128; KH: 81.3; VT1: -1.1; MT: -30; MØ: 67.5; GL: 130.3; piston pin: 46x105; number of piston rings: 3
RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



92 052 970

Piston: 92052700; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 092 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER', from 280 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 348 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 361 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 385 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 385 694 SEMI / 87 385 600 STD

87 401 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00

87 717 600

SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G
87 717 610 0,25 / 87 717 620 0,50 / 87 717 630 0,75



50 003 160

-- G - S - - - - ; bare



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H



25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-2536

IN/EX; 18/ x 12 x 64 G2



50 004 884

EX; 53.1 x 43 x 10; ST; 45°

81-2537

IN/EX; 18.2/ x 12 x 64 G2

92-25003

EX; 53.11 x 43 x 9.9; G1; 45°

81-2538

IN/EX; 18.4/ x 12 x 64 G2

50 004 882

IN; 61.1 x 48 x 9; ST; 30°

92-25002

IN; 61.11 x 49 x 8.8; G1; 30°

108

128



D 2848

LE 201, LE 202, LE 203

01.1995→

D

LA

8

14618 cm³

2V

320-494 kW

435-672 PS

142



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER', from 280 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 348 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 361 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 385 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 385 694 SEMI / 87 385 600 STD

87 401 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00

87 717 600

SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G
87 717 610 0,25 / 87 717 620 0,50 / 87 717 630 0,75








50 003 160


-- G - S - - - - ; bare


cont...







	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III		KK-12H
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III		81-25102 EX; 18/ x 12.02 x 56 G2
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°		81-25107 EX; 18.2/ x 12.02 x 56 G2
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°		81-2536 IN/EX; 18/ x 12 x 64 G2
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°		81-2537 IN/EX; 18.2/ x 12 x 64 G2
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°		81-2538 IN/EX; 18.4/ x 12 x 64 G2


109  **128**
D 2848 **LE 401, LE 403, LE 405**
 07.1994 → D LA 8 14618 cm³ 2V 478-588 kW 650-799 PS €13,5:1 142

	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 280 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 361 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	87 717 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 87 717 610 0,25 / 87 717 620 0,50 / 87 717 630 0,75


 **50 003 160** -- G - S - - - -; bare


	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III		KK-12H
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III		81-2536 IN/EX; 18/ x 12 x 64 G2
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°		81-2537 IN/EX; 18.2/ x 12 x 64 G2
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°		81-2538 IN/EX; 18.4/ x 12 x 64 G2
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°		
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°		


110  **128**
D 2848 **LE/T**
 1986 → D LA 8 14618 cm³ 2V 375 kW 510 PS €15,5:1 142

	92 052 700	Cyl. Ø: 128; KH: 81.3; VT1: -1.1; MT: -30; MØ: 67.5; GL: 130.3; piston pin: 46x105; number of piston rings: 3 RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
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 **80 00155 1 0 000** Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
 **80 00155 6 0 000** Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

 **92 052 970** Piston: 92052700; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

 **89 092 110** N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 280 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 361 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

cont...



TRW
EngineComponents

PIERBURG



MAN

	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	87 717 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 87 717 610 0,25 / 87 717 620 0,50 / 87 717 630 0,75
	50 003 160	-- G - S - - - - ; bare
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°
	KK-12H	
	81-2536	IN/EX; 18/ x 12 x 64 G2
	81-2537	IN/EX; 18.2/ x 12 x 64 G2
	81-2538	IN/EX; 18.4/ x 12 x 64 G2

111	128
	D 2848
LXE, LYE	
1987 →	D LA 8 14618 cm ³ 2V 500 kW 680 PS £ 13,5:1 H 142

	94 944 600	Cyl. Ø: 128; KH: 81.3; MT: -32; MØ: 71.5; GL: 130; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
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	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

	94 944 960	Piston: 94944600; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
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	89 092 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
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	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
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	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
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	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
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	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'., from 280 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
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	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 361 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
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	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
--	-------------------	---

	87 717 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 87 717 610 0,25 / 87 717 620 0,50 / 87 717 630 0,75
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	50 003 160	-- G - S - - - - ; bare
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	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°
	KK-12H	
	81-2536	IN/EX; 18/ x 12 x 64 G2
	81-2537	IN/EX; 18.2/ x 12 x 64 G2
	81-2538	IN/EX; 18.4/ x 12 x 64 G2


112	128
	D 2848
M, MH	
06.1980 →	D AN 8 14618 cm ³ 2V 206 kW 280 PS £ 17:1 H 142

	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	80 00156 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5.5]
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]












	89 092 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
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cont...



	78 289 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 280 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 361 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	87 717 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 87 717 610 0,25 / 87 717 620 0,50 / 87 717 630 0,75

113  **128**

D 2848		T									
		1985 →	D	A	8	14618 cm ³	2V	245 kW	334 PS	ε 15,5:1	142
	92 052 700	Cyl. Ø: 128; KH: 81.3; VT1: -1.1; MT: -30; MØ: 67.5; GL: 130.3; piston pin: 46x105; number of piston rings: 3 RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...									
	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]									
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]									
	92 052 970	Piston: 92052700; Cylinder liner: 89092110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.									
	89 092 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.									
	78 289 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75									
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00									
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00									
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.									
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER', from 280 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!									
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B									
	87 361 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B									
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD									
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00									
	87 717 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G 87 717 610 0,25 / 87 717 620 0,50 / 87 717 630 0,75									
	50 003 160	-- G - S - - - - ; bare									
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III		KK-12H							
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III		81-2536	IN/EX; 18/ x 12 x 64 G2						
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°		81-2537	IN/EX; 18.2/ x 12 x 64 G2						
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°		81-2538	IN/EX; 18.4/ x 12 x 64 G2						

M



TRW
EngineComponents

PIERBURG



MAN

114

128



D 2848

TF

11.1983→

D

A

8

14618 cm³

2V

245 kW

334 PS

€ 15,5:1

142



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00156 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5.5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



89 092 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 289 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G

78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER', from 280 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 348 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 361 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 385 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B

87 385 694 SEMI / 87 385 600 STD

87 401 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00

87 717 600

SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G

87 717 610 0,25 / 87 717 620 0,50 / 87 717 630 0,75



50 003 160

-- G - S - - - - -; bare



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H



25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-2536

IN/EX; 18/ x 12 x 64 G2



92-25003

EX; 53.11 x 43 x 9.9; G1; 45°

81-2537

IN/EX; 18.2/ x 12 x 64 G2

92-25002

IN; 61.11 x 49 x 8.8; G1; 30°

81-2538

IN/EX; 18.4/ x 12 x 64 G2

M

115

128



D 2858

MT, MTE

1970→1975

D

A

8

15442 cm³

2V

221-250 kW

300-340 PS

€ 17:1

150



78 289 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G

78 289 610 0,25 / 78 289 620 0,50 / 78 289 630 0,75

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER', from 280 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 361 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 385 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B

87 385 694 SEMI / 87 385 600 STD

87 401 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00

87 717 600

SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G

87 717 610 0,25 / 87 717 620 0,50 / 87 717 630 0,75

116

128



D 2865 Euro 0

L

1987→1997

D

LA

5

9972 cm³

2V

198 kW

270 PS

€ 15,5:1

155



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00156 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



89 186 110


N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 324 110


N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...




-  **78 585 600** PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 610 0,25 / **78 585 620** 0,50 / **78 585 630** 0,75 / **78 585 640** 1,00
- 78 586 600** PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / **78 586 610** 0,25 / **78 586 620** 0,50 / **78 586 630** 0,75 / **78 586 640** 1,00
- 78 587 604** PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / **78 587 614** 0,25 / **78 587 624** 0,50 / **78 587 634** 0,75 / **78 587 644** 1,00
- 78 709 600** PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.
- 78 901 600** PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / **78 901 620** 0,50 / **78 901 630** 0,75 / **78 901 640** 1,00, The upper shell is marked with 'SPUTTER'. Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
- 87 267 690** SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
- 87 350 690** SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
- 87 504 604** SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 504 605 0,10 / **87 504 614** 0,25 / **87 504 624** 0,50 / **87 504 634** 0,75 / **87 504 644** 1,00
- 87 506 600** SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 506 610 0,25 / **87 506 620** 0,50 / **87 506 630** 0,75 / **87 506 640** 1,00


117	 128
 D 2865 Euro 0	LF 01
	12.1989 →
D 2865	LF R 01
	D LA 5 9972 cm ³ 2V 198 kW 270 PS € 15,5:1 155
	D LA 5 9972 cm ³ 2V 155

-  **90 578 600** Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.75; piston pin: 46x105; number of piston rings: 3
RTK, FBo
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**




-  **90 579 600** Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.55; piston pin: 46x105; number of piston rings: 3
RTK, KH-, FBo
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**





-  **90 581 600** Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.35; piston pin: 46x105; number of piston rings: 3
RTK, KH-, FBo
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



-  **90 582 600** Cyl. Ø: 128; KH: 89.15; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.15; piston pin: 46x105; number of piston rings: 3
RTK, KH-
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



-  **80 00155 1 0 000** Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
- 80 00155 6 0 000** Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

-  **90 578 960** Piston: 90578600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 578 961** Piston: 90578600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 578 963** Piston: 90578600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 578 964** Piston: 90578600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...



90 579 960	Piston: 90579600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 579 961	Piston: 90579600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 579 963	Piston: 90579600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 579 964	Piston: 90579600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 581 960	Piston: 90581600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 581 961	Piston: 90581600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 581 963	Piston: 90581600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 581 964	Piston: 90581600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 582 960	Piston: 90582600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 267 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00
87 506 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00



50 003 160 -- G - S - - - - ; bare



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III

25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



92-25003 EX; 53.11 x 43 x 9.9; G1; 45°

92-25001 IN; 61.11 x 48 x 8.9; G1; 30°

92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

92-25008 IN; 61.11 x 49 x 8.9; G1; 30°



KK-12H



81-25101 IN; 18/ x 12.02 x 59.5 G2


81-25108 IN; 18.2/ x 12.02 x 59.5 G2

81-2536 IN/EX; 18/ x 12 x 64 G2

81-2537 IN/EX; 18.2/ x 12 x 64 G2

81-2538 IN/EX; 18.4/ x 12 x 64 G2

118

 **128**



D 2865 Euro 0

LF 02

02.1990 → 05.1995 D LA 5 9972 cm³ 2V 198 kW 270 PS £ 15,5:1 155

D 2865 Euro 1

LF 10, LF 14

1992 → D LA 5 9972 cm³ 2V 213-250 kW 290-340 PS 155

D 2865

LF 15

1987 → D LA 5 9972 cm³ 2V 221-235 kW 300-320 PS £ 16:1 155



90 583 600



Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



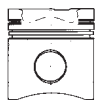
90 584 600



Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 585 600



Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 583 960

Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 961

Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 963

Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 964

Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 960

Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 961

Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 963

Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 964

Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 960

Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 961

Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 963

Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 964

Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 585 610 0,25 / **78 585 620** 0,50 / **78 585 630** 0,75 / **78 585 640** 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

78 586 605 0,10 / **78 586 610** 0,25 / **78 586 620** 0,50 / **78 586 630** 0,75 / **78 586 640** 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

78 587 605 0,10 / **78 587 614** 0,25 / **78 587 624** 0,50 / **78 587 634** 0,75 / **78 587 644** 1,00

cont...





78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'. Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 267 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00
87 506 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00



50 003 160 -- G - S - - - - ; bare



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H



25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-2536

IN/EX; 18/ x 12 x 64 G2



92-25003 EX; 53.11 x 43 x 9.9; G1; 45°

81-2537

IN/EX; 18.2/ x 12 x 64 G2

92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

81-2538

IN/EX; 18.4/ x 12 x 64 G2

119

128



D 2865

LFR

D LA 5 9972 cm³ 2V

H 155



90 578 600

Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.75; piston pin: 46x105; number of piston rings: 3
RTK, FBo
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 579 600

Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.55; piston pin: 46x105; number of piston rings: 3
RTK, KH-, FBo
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 581 600

Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.35; piston pin: 46x105; number of piston rings: 3
RTK, KH-, FBo
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 582 600

Cyl. Ø: 128; KH: 89.15; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.15; piston pin: 46x105; number of piston rings: 3
RTK, KH-
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 578 960

Piston: 90578600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 961

Piston: 90578600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 963

Piston: 90578600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 964

Piston: 90578600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...



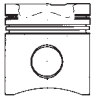
	90 579 960	Piston: 90579600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 579 961	Piston: 90579600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 579 963	Piston: 90579600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 579 964	Piston: 90579600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 581 960	Piston: 90581600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 581 961	Piston: 90581600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 581 963	Piston: 90581600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 581 964	Piston: 90581600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 582 960	Piston: 90582600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
	78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'. Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 267 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
	87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00
	87 506 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00
	50 003 160	-- G - S - - - -; bare
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
	92-25001	IN; 61.11 x 48 x 8.9; G1; 30°
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°
		KK-12H
		81-2536 IN/EX; 18/ x 12 x 64 G2
		81-2537 IN/EX; 18.2/ x 12 x 64 G2
		81-2538 IN/EX; 18.4/ x 12 x 64 G2

120		128
	D 2865	LFR 02, LFR 03
		12.1989 → D LA 5 9972 cm ³ 2V 155
	90 578 600	Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.75; piston pin: 46x105; number of piston rings: 3 RTK, FBo T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...

cont...



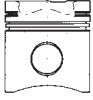
90 579 600



Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.55; piston pin: 46x105; number of piston rings: 3
RTK, KH-, FBø
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



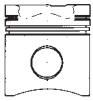
90 581 600



Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.35; piston pin: 46x105; number of piston rings: 3
RTK, KH-, FBø
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 582 600



Cyl. Ø: 128; KH: 89.15; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.15; piston pin: 46x105; number of piston rings: 3
RTK, KH-
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 578 960

Piston: 90578600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 961

Piston: 90578600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 963

Piston: 90578600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 964

Piston: 90578600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 960

Piston: 90579600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 961

Piston: 90579600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 963

Piston: 90579600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 964

Piston: 90579600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 960

Piston: 90581600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 961

Piston: 90581600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 963

Piston: 90581600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 964

Piston: 90581600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 582 960

Piston: 90582600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

cont...



78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER'. Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 267 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00
87 506 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00



50 003 160 -- G - S - - - -; bare



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H

25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-25101	IN; 18/ x 12.02 x 59.5 G2
81-25108	IN; 18.2/ x 12.02 x 59.5 G2
81-2536	IN/EX; 18/ x 12 x 64 G2
81-2537	IN/EX; 18.2/ x 12 x 64 G2
81-2538	IN/EX; 18.4/ x 12 x 64 G2



92-25003 EX; 53.11 x 43 x 9.9; G1; 45°

92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

92-25008 IN; 61.11 x 49 x 8.9; G1; 30°

121

128



D 2865

LF R 05, LFR 06, LFR 10, LFR 14, LFR 15

12.1989 →

D LA 5 9972 cm³

2V

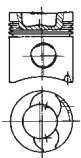
191 kW

260 PS

155



90 334 600



Cyl. Ø: 128; KH: 89.8; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.8; piston pin: 46x105; number of piston rings: 3
FBo, RTK

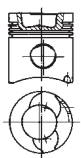
T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

90 336 600



Cyl. Ø: 128; KH: 89.6; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.6; piston pin: 46x105; number of piston rings: 3
FBo, RTK

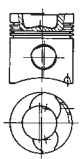
T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

90 337 600



Cyl. Ø: 128; KH: 89.4; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.4; piston pin: 46x105; number of piston rings: 3
FBo, RTK

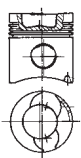
T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

90 482 600



Cyl. Ø: 128; KH: 89.2; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.4; piston pin: 46x105; number of piston rings: 3
FBo, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000 Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000 Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 334 960 Piston: 90334600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 334 961 Piston: 90334600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



90 334 963 Piston: 90334600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 334 964 Piston: 90334600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 336 960 Piston: 90336600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...



90 336 961	Piston: 90336600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 336 963	Piston: 90336600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 336 964	Piston: 90336600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 337 960	Piston: 90337600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 337 961	Piston: 90337600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 337 963	Piston: 90337600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 337 964	Piston: 90337600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 482 960	Piston: 90482600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 482 961	Piston: 90482600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 482 963	Piston: 90482600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 482 964	Piston: 90482600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'. Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 267 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00
87 506 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00



50 003 160 -- G - S - - - - ; bare



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III

25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



92-25003 EX; 53.11 x 43 x 9.9; G1; 45°

92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

92-25008 IN; 61.11 x 49 x 8.9; G1; 30°



KK-12H



81-25101 IN; 18/ x 12.02 x 59.5 G2

81-25108 IN; 18.2/ x 12.02 x 59.5 G2

81-2536 IN/EX; 18/ x 12 x 64 G2

81-2537 IN/EX; 18.2/ x 12 x 64 G2

81-2538 IN/EX; 18.4/ x 12 x 64 G2

122

 **128**



D 2865

LOH

1987 →

D LA 5

9972 cm³

2V



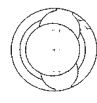
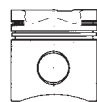
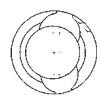
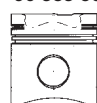
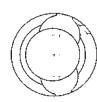




221 kW

300 PS

€ 16:1

155







	90 583 600	Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
		
		
	90 584 600	Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
		
		
	90 585 600	Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
		
		
	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	90 583 960	Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 583 961	Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 583 963	Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 583 964	Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 584 960	Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 584 961	Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 584 963	Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 584 964	Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 585 960	Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 585 961	Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 585 963	Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 585 964	Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

cont...

M



78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.		
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'. Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!		
87 267 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B		
87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B		
87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00		
87 506 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00		
 25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III	 KK-12H	
2573	IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III	 81-2536	IN/EX; 18/ x 12 x 64 G2
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III	81-2537	IN/EX; 18.2/ x 12 x 64 G2
2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III	81-2538	IN/EX; 18.4/ x 12 x 64 G2
 50 004 884	EX; 53.1 x 43 x 10; ST; 45°		
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°		
50 004 882	IN; 61.1 x 48 x 9; ST; 30°		
92-25002	IN; 61.11 x 49 x 8.8; G1; 30°		

123

128

D 2865 Euro 1

LOH 01, LOH 02

1991 →

D

LA

5

9972 cm³


2V

198-235 kW

269-320 PS





€ 16:1

155

 78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00		
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00		
78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00		
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.		
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'. Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!		
87 267 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B		
87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B		
87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00		
87 506 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00		

 **50 003 161**

-- G - S - - - - ; bare

 25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III	 KK-12H	
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III	 81-25102	EX; 18/ x 12.02 x 56 G2
 92-25003	EX; 53.11 x 43 x 9.9; G1; 45°	81-25107	EX; 18.2/ x 12.02 x 56 G2
92-25008	IN; 61.11 x 49 x 8.9; G1; 30°	81-25101	IN; 18/ x 12.02 x 59.5 G2
		81-25108	IN; 18.2/ x 12.02 x 59.5 G2
		81-2536	IN/EX; 18/ x 12 x 64 G2
		81-2537	IN/EX; 18.2/ x 12 x 64 G2
		81-2538	IN/EX; 18.4/ x 12 x 64 G2



124

128



D 2865 Euro 1

LOH 05

03.1991 → 02.1996 D LA 5 9972 cm³ 2V 198 kW 269 PS ξ 16:1 155

D 2865 Euro 2

LOH 07, LOH 08, LOH 09, LOH 10

03.1991 → 09.2002 D LA 5 9972 cm³ 2V 191-250 kW 260-340 PS ξ 16:1 155



90 578 600



Cyl. \varnothing : 128; KH: 89.75; VT1: -2.1; MT: -21.6; M \varnothing : 80; GL: 141.75; piston pin: 46x105; number of piston rings: 3
RTK, FBo

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 579 600



Cyl. \varnothing : 128; KH: 89.55; VT1: -2.1; MT: -21.6; M \varnothing : 80; GL: 141.55; piston pin: 46x105; number of piston rings: 3
RTK, KH-, FBo

T15 3,5 CR G6

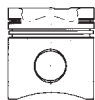
M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 581 600



Cyl. \varnothing : 128; KH: 89.35; VT1: -2.1; MT: -21.6; M \varnothing : 80; GL: 141.35; piston pin: 46x105; number of piston rings: 3
RTK, KH-, FBo

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 582 600



Cyl. \varnothing : 128; KH: 89.15; VT1: -2.1; MT: -21.6; M \varnothing : 80; GL: 141.15; piston pin: 46x105; number of piston rings: 3
RTK, KH-

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. \varnothing : 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



80 00155 6 0 000

Cyl. \varnothing : 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 578 960

Piston: 90578600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 961

Piston: 90578600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 963

Piston: 90578600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 964

Piston: 90578600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 960

Piston: 90579600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 961

Piston: 90579600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 963

Piston: 90579600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 964

Piston: 90579600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 960

Piston: 90581600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 961

Piston: 90581600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 963

Piston: 90581600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 964

Piston: 90581600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 582 960

Piston: 90582600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...

M



TRW
EngineComponents

PIERBURG



MAN

	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 267 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
	87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00
	87 506 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00

	50 003 161	-- G - S - - - - ; bare
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
	92-25008	IN; 61.11 x 49 x 8.9; G1; 30°
	KK-12H	
	81-25102	EX; 18/ x 12.02 x 56 G2
	81-25107	EX; 18.2/ x 12.02 x 56 G2
	81-25101	IN; 18/ x 12.02 x 59.5 G2
	81-25108	IN; 18.2/ x 12.02 x 59.5 G2
	81-2536	IN/EX; 18/ x 12 x 64 G2
	81-2537	IN/EX; 18.2/ x 12 x 64 G2
	81-2538	IN/EX; 18.4/ x 12 x 64 G2

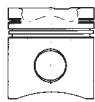
M

125		128											
		D 2865 Euro 1	LOH 06										
			1991→	D	LA	5	9972 cm ³	2V	191 kW	260 PS	£ 16:1		155
	90 578 600			Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.75; piston pin: 46x105; number of piston rings: 3 RTK, FBø T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...									
	90 579 600			Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.55; piston pin: 46x105; number of piston rings: 3 RTK, KH-, FBø T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...									
	90 581 600			Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.35; piston pin: 46x105; number of piston rings: 3 RTK, KH-, FBø T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...									

cont...



90 582 600



Cyl. Ø: 128; KH: 89.15; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.15; piston pin: 46x105; number of piston rings: 3
RTK, KH-
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

90 578 960

Piston: 90578600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 961

Piston: 90578600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 963

Piston: 90578600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 964

Piston: 90578600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 960

Piston: 90579600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 961

Piston: 90579600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 963

Piston: 90579600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 964

Piston: 90579600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 960

Piston: 90581600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 961

Piston: 90581600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 963

Piston: 90581600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 964

Piston: 90581600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 582 960

Piston: 90582600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 186 110



N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

78 585 600



PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 610 0,25 / **78 585 620** 0,50 / **78 585 630** 0,75 / **78 585 640** 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / **78 586 610** 0,25 / **78 586 620** 0,50 / **78 586 630** 0,75 / **78 586 640** 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / **78 587 614** 0,25 / **78 587 624** 0,50 / **78 587 634** 0,75 / **78 587 644** 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / **78 901 620** 0,50 / **78 901 630** 0,75 / **78 901 640** 1,00, The upper shell is marked with 'SPUTTER'. Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 267 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 350 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 504 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 504 605 0,10 / **87 504 614** 0,25 / **87 504 624** 0,50 / **87 504 634** 0,75 / **87 504 644** 1,00

87 506 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 506 610 0,25 / **87 506 620** 0,50 / **87 506 630** 0,75 / **87 506 640** 1,00

M

126

128



D 2865 Euro 0

LU 01, LU 02, LU 03

03.1990 → D LA 5 9972 cm³ 2V 198-235 kW 270-320 PS 155

D 2865 Euro 1

LU 04

03.1990 → D LA 5 9972 cm³ 2V 221 kW 300 PS 155



	90 583 600	Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3 FBø, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	90 584 600	Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3 FBø, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	90 585 600	Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3 FBø, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	90 583 960	Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 583 961	Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 583 963	Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 583 964	Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 584 960	Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 584 961	Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 584 963	Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 584 964	Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 585 960	Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 585 961	Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 585 963	Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 585 964	Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

cont...



78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'. Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 267 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00
87 506 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00
25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
92-25001	IN; 61.11 x 48 x 8.9; G1; 30°
92-25008	IN; 61.11 x 49 x 8.9; G1; 30°
KK-12H	
81-25102	EX; 18/ x 12.02 x 56 G2
81-25107	EX; 18.2/ x 12.02 x 56 G2
81-2536	IN/EX; 18/ x 12 x 64 G2
81-2537	IN/EX; 18.2/ x 12 x 64 G2
81-2538	IN/EX; 18.4/ x 12 x 64 G2

127 **128**
D 2865 Euro 1 LU 05
03.1990 → D LA 5 9972 cm³ 2V 198 kW 269 PS €17:1 155

78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'. Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 267 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00
87 506 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00
25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
92-25001	IN; 61.11 x 48 x 8.9; G1; 30°
92-25008	IN; 61.11 x 49 x 8.9; G1; 30°
KK-12H	
81-25102	EX; 18/ x 12.02 x 56 G2
81-25107	EX; 18.2/ x 12.02 x 56 G2
81-2536	IN/EX; 18/ x 12 x 64 G2
81-2537	IN/EX; 18.2/ x 12 x 64 G2
81-2538	IN/EX; 18.4/ x 12 x 64 G2

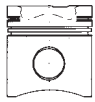
128 **128**
D 2865 Euro 1 LUH 03
1991 → D LA 5 9972 cm³ 2V 235 kW 320 PS 155

90 583 600	Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ..., 80 00155 6 0 ...
90 584 600	Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ..., 80 00155 6 0 ...

cont...



90 585 600



Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3
 FBo, RTK
 T15 3,5 CR G6
 M 3
 DSF 5 CR
 → **80 00155 1 0 ...**, **80 00155 6 0 ...**

80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

90 583 960

Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 961

Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 963

Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 964

Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 960

Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 961

Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 963

Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 964

Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 960

Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 961

Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 963

Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 964

Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

M



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'. Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 267 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 350 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 504 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00

87 506 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00



50 003 162

-- G - S - - - - ; bare

50 003 462

- V - G - S - - - - ; partially assembled



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H

25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-25102

EX; 18/ x 12.02 x 56 G2

92-25003

EX; 53.11 x 43 x 9.9; G1; 45°

81-25107

EX; 18.2/ x 12.02 x 56 G2

92-25008

IN; 61.11 x 49 x 8.9; G1; 30°

81-25101



IN; 18/ x 12.02 x 59.5 G2


cont...




81-25108	IN; 18.2/ x 12.02 x 59.5 G2
81-2536	IN/EX; 18/ x 12 x 64 G2
81-2537	IN/EX; 18.2/ x 12 x 64 G2
81-2538	IN/EX; 18.4/ x 12 x 64 G2

-  **50 005 827** with impeller
- 50 005 828** without impeller


129	128
 D 2865 Euro 1	LUH 06
	09.1993 →
	D LA 5 9972 cm ³ 2V 191 kW 260 PS  155

 **90 583 600** Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**





 **90 584 600** Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**




 **90 585 600** Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



-  **80 00155 1 0 000** Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
- 80 00155 6 0 000** Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]







-  **90 583 960** Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 583 961** Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 583 963** Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 583 964** Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 584 960** Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 584 961** Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 584 963** Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 584 964** Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 585 960** Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 585 961** Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 585 963** Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 585 964** Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

-  **89 186 110** N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 89 518 110** N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...





89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 267 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00
87 506 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00
 50 003 162	-- G - S - - - - -; bare
50 003 462	- V - G - S - - - - -; partially assembled
 25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
 92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
92-25008	IN; 61.11 x 49 x 8.9; G1; 30°
 KK-12H	
 81-25102	EX; 18/ x 12.02 x 56 G2
81-25107	EX; 18.2/ x 12.02 x 56 G2
81-25101	IN; 18/ x 12.02 x 59.5 G2
81-25108	IN; 18.2/ x 12.02 x 59.5 G2
81-2536	IN/EX; 18/ x 12 x 64 G2
81-2537	IN/EX; 18.2/ x 12 x 64 G2
81-2538	IN/EX; 18.4/ x 12 x 64 G2

M

130







128



D 2865 Euro 2

LUH 20

D LA 5 9972 cm³ 2V 191 kW 260 PS ⚙ 18:1 📏 155

 94 469 600	Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -20.2; MØ: 80; GL: 141.75; piston pin: 46x105; number of piston rings: 3 RTK, FBo T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
 80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
 80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
 94 469 960	Piston: 94469600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 267 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00

cont...



87 506 600 SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00

131  **128**



D 2865

LX

1991 →

D LA 5

9972 cm³

2V

135 kW

184 PS

ε 15:1

 155



- 78 585 600 PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 585 610 0,25 / 87 585 620 0,50 / 87 585 630 0,75 / 87 585 640 1,00
- 78 586 600 PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
87 586 605 0,10 / 87 586 610 0,25 / 87 586 620 0,50 / 87 586 630 0,75 / 87 586 640 1,00
- 78 587 604 PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 587 605 0,10 / 87 587 614 0,25 / 87 587 624 0,50 / 87 587 634 0,75 / 87 587 644 1,00
- 78 709 600 PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
87 709 610 0,25, For compressor with piston Ø 90 mm.
- 78 901 600 PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 901 610 0,25 / 87 901 620 0,50 / 87 901 630 0,75 / 87 901 640 1,00, The upper shell is marked with 'SPUTTER'. Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
- 87 267 690 SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
- 87 350 690 SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
- 87 504 604 SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00
- 87 506 600 SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00

132  **128**



D 2865 Euro 1

LXF, LXFR

D LA 5

9972 cm³

2V

 155



- 90 583 600 Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ 80 00155 1 0 ..., 80 00155 6 0 ...



90 584 600

- Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ 80 00155 1 0 ..., 80 00155 6 0 ...



90 585 600

- Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ 80 00155 1 0 ..., 80 00155 6 0 ...



- 80 00155 1 0 000 Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
- 80 00155 6 0 000 Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]














- 90 583 960 Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 583 961 Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 583 963 Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 583 964 Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 584 960 Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 584 961 Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 584 963 Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...





90 584 964	Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
90 585 960	Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
90 585 961	Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
90 585 963	Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
90 585 964	Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
 89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
 78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00		
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00		
78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00		
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.		
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!		
87 267 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B		
87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B		
87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00		
87 506 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00		
 50 003 160	-- G - S - - - - ; bare		
 25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III	 KK-12H	
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III	 81-25101	IN; 18/ x 12.02 x 59.5 G2
 92-25003	EX; 53.11 x 43 x 9.9; G1; 45°	 81-25108	IN; 18.2/ x 12.02 x 59.5 G2
92-25001	IN; 61.11 x 48 x 8.9; G1; 30°	81-2536	IN/EX; 18/ x 12 x 64 G2
92-25002	IN; 61.11 x 49 x 8.8; G1; 30°	81-2537	IN/EX; 18.2/ x 12 x 64 G2
92-25008	IN; 61.11 x 49 x 8.9; G1; 30°	81-2538	IN/EX; 18.4/ x 12 x 64 G2
133	 128		
 D 2866	1983→	D AN 6	11967 cm ³ 2V 157-185 kW 213-252 PS £17,5:1 H 155
 78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00		
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00		
78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999		
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.		
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!		
79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→		
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→		
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B		
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B		
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A		

cont...



TRW
EngineComponents



MAN

87 503 604 SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999

87 505 600 SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III

2573 IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III

25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III

2507 IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III



KK-12H



81-2536 IN/EX; 18/ x 12 x 64 G2

81-2537 IN/EX; 18.2/ x 12 x 64 G2

81-2538 IN/EX; 18.4/ x 12 x 64 G2



50 004 884 EX; 53.1 x 43 x 10; ST; 45°

92-25003 EX; 53.11 x 43 x 9.9; G1; 45°

50 004 882 IN; 61.1 x 48 x 9; ST; 30°

92-25001 IN; 61.11 x 48 x 8.9; G1; 30°

92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

134

128



D 2866 KAT	DUH 02	G AN 6	11967 cm ³	2V	170 kW	231 PS	155
D 2866	FZK	D AN 6	11967 cm ³	2V		£17,5:1	155
D 2866 Euro 0	LF 01	D LA 6	11967 cm ³	2V	265 kW	360 PS	£16:1 155
D 2866	LFG/290	D LA 6	11967 cm ³	4V	221 kW	300 PS	155
D 2866	LFZG, LXE 40	D LA 6	11967 cm ³	2V	190-294 kW	258-400 PS	155
D 2866	LUH 01	G LA 6	11967 cm ³	2V	228 kW	310 PS	155
D 2866 Euro 3	LUH 606	D LA 6	11967 cm ³	4V	301 kW	410 PS	155
E 2866	DE, DOH	G AN 6	11967 cm ³	2V	122-344 kW	166-468 PS	155
E 2866 Euro 2	DOH 02	G AN 6	11967 cm ³	4V	170-231 kW	231-314 PS	£11:1 155
G 2866	E	GF AN 6	11967 cm ³	2V		£10:1	155



78 585 600 PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600 PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 709 600 PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600 PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600 PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40, 06.1999→

77 682 600 SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

87 281 690 SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690 SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600 SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 505 600 SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

M



135

128



D 2866

E 20

10.1989→

D AN 6

11967 cm³

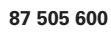
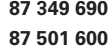
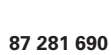
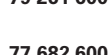
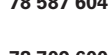
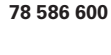
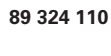
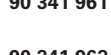
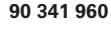
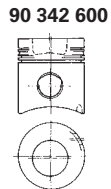
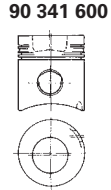
2V

138-240 kW

188-326 PS

£ 17,5:1

155



Cyl. Ø: 128; KH: 89.87; MT: -31.07; MØ: 67; GL: 141.87; piston pin: 46x105; number of piston rings: 3

FBo, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ 80 00155 1 0 ..., 80 00155 6 0 ...

exchangeable only in sets, with splash oil-cooling

Cyl. Ø: 128; KH: 89.67; MT: -31.07; MØ: 67; GL: 141.67; piston pin: 46x105; number of piston rings: 3

RTK, FBo

T15 3,5 CR G6

M 3

DSF 5 CR

→ 80 00155 1 0 ..., 80 00155 6 0 ...

80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

90 341 960

Piston: 90341600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 961

Piston: 90341600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 963

Piston: 90341600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 964

Piston: 90341600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 / / 3.400 St/A
79 261 610 0,40, 06.1999→

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

M



136

128



D 2866

FOH

1985 →

D AN 6

11967 cm³

2V

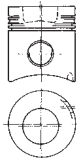
265 kW

360 PS

155



90 341 600



Cyl. Ø: 128; KH: 89.87; MT: -31.07; MØ: 67; GL: 141.87; piston pin: 46x105; number of piston rings: 3

FBo, RTK

T15 3,5 CR G6

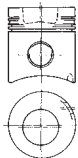
M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

exchangeable only in sets, with splash oil-cooling

90 342 600



Cyl. Ø: 128; KH: 89.67; MT: -31.07; MØ: 67; GL: 141.67; piston pin: 46x105; number of piston rings: 3

RTK, FBo

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 341 960

Piston: 90341600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 961

Piston: 90341600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 963

Piston: 90341600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 964

Piston: 90341600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40, 06.1999→

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III

2573

IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III

25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III

2507

IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III



50 004 884

EX; 53.1 x 43 x 10; ST; 45°

92-25003

EX; 53.11 x 43 x 9.9; G1; 45°



KK-12H



81-2536

IN/EX; 18/ x 12 x 64 G2

81-2537

IN/EX; 18.2/ x 12 x 64 G2

81-2538

IN/EX; 18.4/ x 12 x 64 G2

cont...



TRW
EngineComponents

PIERBURG



MAN

50 004 882 IN; 61.1 x 48 x 9; ST; 30°
92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

137

128



D 2866

FR

→08.1997

D AN 6

11967 cm³

2V

177 kW

240 PS

£ 17,5:1

H 155



90 341 600



Cyl. Ø: 128; KH: 89.87; MT: -31.07; MØ: 67; GL: 141.87; piston pin: 46x105; number of piston rings: 3

FBo, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ 80 00155 1 0 ..., 80 00155 6 0 ...

exchangeable only in sets, with splash oil-cooling

90 342 600



Cyl. Ø: 128; KH: 89.67; MT: -31.07; MØ: 67; GL: 141.67; piston pin: 46x105; number of piston rings: 3

RTK, FBo

T15 3,5 CR G6

M 3

DSF 5 CR

→ 80 00155 1 0 ..., 80 00155 6 0 ...



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 341 960

Piston: 90341600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 961

Piston: 90341600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 963

Piston: 90341600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 964

Piston: 90341600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'. from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 160

-- G - S - - - - ; bare



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III

25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



92-25003

EX; 53.11 x 43 x 9.9; G1; 45°

92-25002

IN; 61.11 x 49 x 8.8; G1; 30°



KK-12H



81-2536

IN/EX; 18/ x 12 x 64 G2

81-2537

IN/EX; 18.2/ x 12 x 64 G2

81-2538

IN/EX; 18.4/ x 12 x 64 G2



TRW
EngineComponents



MAN

138

128



D 2866

FZR

→ 06.1996

D AN 6

11967 cm³

2V

177 kW

241 PS

ε 17,5:1

155



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 160

-- G - S - - - -; bare



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H

25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-2536

IN/EX; 18/ x 12 x 64 G2



50 004 884

EX; 53.1 x 43 x 10; ST; 45°

81-2537

IN/EX; 18,2/ x 12 x 64 G2

92-25003

EX; 53.11 x 43 x 9.9; G1; 45°

81-2538

IN/EX; 18,4/ x 12 x 64 G2

50 004 882

IN; 61.1 x 48 x 9; ST; 30°

92-25002

IN; 61.11 x 49 x 8.8; G1; 30°

139

128



D 2866 Euro 0

KF 01, LUL/290, TUH/001

D LA 6

11967 cm³

2V

213-270 kW

290-367 PS

ε 15:1

155

D 2866 Euro 0

TOCH

D A 6

11967 cm³

2V

229 kW

311 PS

ε 17:1

155



90 334 600

Cyl. Ø: 128; KH: 89.8; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.8; piston pin: 46x105; number of piston rings: 3

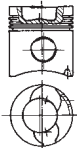
FBo, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 336 600

Cyl. Ø: 128; KH: 89.6; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.6; piston pin: 46x105; number of piston rings: 3

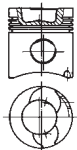
FBo, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 337 600

Cyl. Ø: 128; KH: 89.4; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.4; piston pin: 46x105; number of piston rings: 3

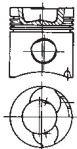
FBo, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 482 600

Cyl. Ø: 128; KH: 89.2; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.4; piston pin: 46x105; number of piston rings: 3

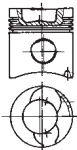
FBo, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

cont...

M



	90 334 960	Piston: 90334600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 334 961	Piston: 90334600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 334 963	Piston: 90334600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 334 964	Piston: 90334600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 336 960	Piston: 90336600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 336 961	Piston: 90336600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 336 963	Piston: 90336600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 336 964	Piston: 90336600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 337 960	Piston: 90337600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 337 961	Piston: 90337600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 337 963	Piston: 90337600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 337 964	Piston: 90337600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 482 960	Piston: 90482600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 482 961	Piston: 90482600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 482 963	Piston: 90482600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 482 964	Piston: 90482600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

M

140

128



D 2866

KF 09

01.1983 →

D LA 6

11967 cm³

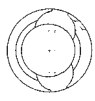
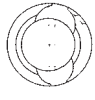
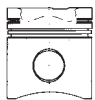
2V

198-324 kW

269-440 PS

ε 16:1

155



Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3

FB₀, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

90 584 600

Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3

FB₀, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

cont...



90 585 600



Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

90 583 960

Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 961

Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 963

Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 964

Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 960

Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 961

Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 963

Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 964

Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 960

Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 961

Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 963

Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 964

Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40, 06.1999→

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

cont...





TRW
EngineComponents

PIERBURG



MAN

50 003 160 -- G - S - - - - ; bare

25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III

KK-12H

25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III

81-2536 IN/EX; 18/ x 12 x 64 G2

92-25003 EX; 53.11 x 43 x 9.9; G1; 45°

81-2537 IN/EX; 18.2/ x 12 x 64 G2

92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

81-2538 IN/EX; 18.4/ x 12 x 64 G2

141

128



D 2866

KH

D LA 6 11967 cm³ 2V 265 kW 360 PS € 15:1

D 2866

LFZR, TUM, UM 01

D LA 6 11967 cm³ 4V 152-243 kW 207-330 PS



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40, 06.1999→

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 160

-- G - S - - - - ; bare



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H



25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-2536 IN/EX; 18/ x 12 x 64 G2



92-25003

EX; 53.11 x 43 x 9.9; G1; 45°



81-2537 IN/EX; 18.2/ x 12 x 64 G2

92-25002

IN; 61.11 x 49 x 8.8; G1; 30°

81-2538 IN/EX; 18.4/ x 12 x 64 G2

142

128



D 2866 Euro 0

KU, KUL

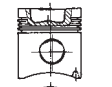
1986→

D LA 6 11967 cm³ 2V 243-265 kW 330-360 PS € 15:1



90 334 600

Cyl. Ø: 128; KH: 89.8; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.8; piston pin: 46x105; number of piston rings: 3



FBo, RTK

T15 3,5 CR G6

M 3

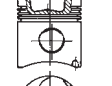
DSF 5 CR

→ **80 00155 1 0 ... , 80 00155 6 0 ...**



90 336 600

Cyl. Ø: 128; KH: 89.6; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.6; piston pin: 46x105; number of piston rings: 3



FBo, RTK

T15 3,5 CR G6

M 3

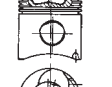
DSF 5 CR

→ **80 00155 1 0 ... , 80 00155 6 0 ...**



90 337 600

Cyl. Ø: 128; KH: 89.4; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.4; piston pin: 46x105; number of piston rings: 3



FBo, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

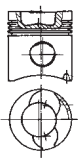
→ **80 00155 1 0 ... , 80 00155 6 0 ...**



cont...



90 482 600



Cyl. Ø: 128; KH: 89.2; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.4; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

90 334 960

Piston: 90334600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 334 961

Piston: 90334600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 334 963

Piston: 90334600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 334 964

Piston: 90334600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 336 960

Piston: 90336600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 336 961

Piston: 90336600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 336 963

Piston: 90336600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 336 964

Piston: 90336600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 337 960

Piston: 90337600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 337 961

Piston: 90337600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 337 963

Piston: 90337600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 337 964

Piston: 90337600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 482 960

Piston: 90482600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 482 961

Piston: 90482600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 482 963

Piston: 90482600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 482 964

Piston: 90482600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // / 3.400 St/A
79 261 610 0,40, 06.1999→

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

cont...





TRW
EngineComponents

PIERBURG



MAN

87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 160 -- G - S - - - - ; bare



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H

25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-2536 IN/EX; 18./ x 12 x 64 G2



92-25003 EX; 53.11 x 43 x 9.9; G1; 45°

81-2537 IN/EX; 18.2/ x 12 x 64 G2

92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

81-2538 IN/EX; 18.4/ x 12 x 64 G2

143



128



D 2866

L, LE

09.1985→

D LA 6

11967 cm³

2V

220-309 kW

299-420 PS

155



78 585 600 PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600 PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604 PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

78 709 600 PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600 PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 281 690 SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690 SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600 SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604 SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00

87 505 600 SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

144



128



D 2866

LE 102

07.1992→

D LA 6

11967 cm³

2V

260 kW

354 PS

155

D 2866 Euro 1

LUE 601, LUE 603

1997→

D LA 6

11967 cm³

2V

210-301 kW

286-410 PS

155



78 585 600 PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600 PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604 PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999

78 709 600 PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600 PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600 PAIR AS STD Ø 114.750 / 137.650 / / 3.400 St/A
79 261 610 0,40, 06.1999→

77 682 600 SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

87 281 690 SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690 SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600 SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604 SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999

87 505 600 SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

cont...



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H

25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-2536

IN/EX; 18/ x 12 x 64 G2

81-2537

IN/EX; 18.2/ x 12 x 64 G2

81-2538

IN/EX; 18.4/ x 12 x 64 G2

145



128



D 2866

LE 20

1997 →

D LA 6 11967 cm³ 2V 253 kW 344 PS 155

D 2866 Euro 1

LUE 21

1997 →

D LA 6 11967 cm³ 2V 257 kW 349 PS 155

D 2866

TE 20

04.1989 →

D A 6 11967 cm³ 2V 194-250 kW 264-340 PS €17,5:1 155



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A

79 261 610 0,40, 06.1999 →

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999 →

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

M

146



128



D 2866 Euro 2

LE 201

04.1995 →

D LA 6 11967 cm³ 2V 249-354 kW 339-481 PS 155

D 2866

LE 202, LE 203, LE 211

06.1995 →

D LA 6 11967 cm³ 2V 230-364 kW 313-495 PS 155



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A

79 261 610 0,40, 06.1999 →

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999 →

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 009 129

Length: 251; counterbore: 95; piston pin: 46; keystone conrod

cont...



TRW
EngineComponents



PIERBURG



MAN




	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III		KK-12H
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III		

147  **128**











	D 2866	LE 401, LE 402, LE 403									
		01.1994 →	D	LA	6	11967 cm ³	2V	368-441 kW	500-600 PS	€ 15,5:1	H 155
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00									
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00									
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999									
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.									
	78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!									
	79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→									
	77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→									
	87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B									
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B									
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A									
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999									
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00									

 **50 009 129** Length: 251; counterbore: 95; piston pin: 46; keystone conrod

M











	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III		KK-12H
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III		81-25102 EX; 18/ x 12.02 x 56 G2 81-25107 EX; 18.2/ x 12.02 x 56 G2 81-25101 IN; 18/ x 12.02 x 59.5 G2 81-25108 IN; 18.2/ x 12.02 x 59.5 G2

148  **128**

	D 2866 Euro 0	LF 02									
			D	LA	6	11967 cm ³	2V	250 kW	340 PS	€ 16:1	H 155
	90 583 600	Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ..., 80 00155 6 0 ...									
											
											
	90 584 600	Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ..., 80 00155 6 0 ...									
											
											
	90 585 600	Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ..., 80 00155 6 0 ...									
											
											

cont...



	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]	
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]	
	90 583 960	Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 583 961	Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 583 963	Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 583 964	Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 584 960	Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 584 961	Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 584 963	Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 584 964	Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 585 960	Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 585 961	Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 585 963	Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 585 964	Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00	
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00	
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.	
	78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER'. , from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!	
	79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→	
	77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→	
	87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B	
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B	
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A	
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00	
	50 003 160	-- G - S - - - - ; bare	
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III	 KK-12H
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III	 81-25101 IN; 18/ x 12.02 x 59.5 G2
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°	81-25108 IN; 18.2/ x 12.02 x 59.5 G2
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°	81-2536 IN/EX; 18/ x 12 x 64 G2
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°	81-2537 IN/EX; 18.2/ x 12 x 64 G2
	92-25001	IN; 61.11 x 48 x 8.9; G1; 30°	81-2538 IN/EX; 18.4/ x 12 x 64 G2
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°	
	92-25008	IN; 61.11 x 49 x 8.9; G1; 30°	
	50 006 348	CAM	

M



149

128



D 2866 Euro 0

LF 03

11.1990→

D LA 6

11967 cm³

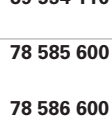
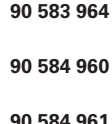
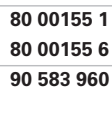
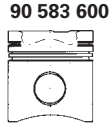
2V

272 kW

370 PS

ε 16:1

H 155



Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3
FBo, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ 80 00155 1 0 ..., 80 00155 6 0 ...

Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3
FBo, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ 80 00155 1 0 ..., 80 00155 6 0 ...

Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3
FBo, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ 80 00155 1 0 ..., 80 00155 6 0 ...

80 00155 1 0 000 Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000 Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

90 583 960 Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 961 Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 963 Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 964 Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 960 Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 961 Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 963 Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 964 Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 960 Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 961 Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 963 Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 964 Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 186 110 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110 N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

78 585 600 PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600 PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

cont...



78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
50 003 160	-- G - S - - - -; bare
25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
50 004 884	EX; 53.1 x 43 x 10; ST; 45°
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
50 004 882	IN; 61.1 x 48 x 9; ST; 30°
92-25001	IN; 61.11 x 48 x 8.9; G1; 30°
92-25002	IN; 61.11 x 49 x 8.8; G1; 30°
92-25008	IN; 61.11 x 49 x 8.9; G1; 30°
50 006 348	CAM

KK-12H	
81-25101	IN; 18/ x 12.02 x 59.5 G2
81-25108	IN; 18.2/ x 12.02 x 59.5 G2
81-2536	IN/EX; 18/ x 12 x 64 G2
81-2537	IN/EX; 18.2/ x 12 x 64 G2
81-2538	IN/EX; 18.4/ x 12 x 64 G2

150 **128**
D 2866 Euro 0 **LF 06**
10.1990 → D LA 6 11967 cm³ 2V 309 kW 420 PS € 16:1 155

90 583 600	Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
90 584 600	Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
90 585 600	Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
90 583 960	Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 583 961	Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 583 963	Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...





TRW
EngineComponents

PIERBURG



MAN

90 583 964	Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 584 960	Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 584 961	Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 584 963	Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 584 964	Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 585 960	Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 585 961	Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 585 963	Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 585 964	Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'., from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 160 -- G - S - - - - ; bare



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H

25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-25101	IN; 18/ x 12.02 x 59.5 G2
81-25108	IN; 18.2/ x 12.02 x 59.5 G2
81-2536	IN/EX; 18/ x 12 x 64 G2
81-2537	IN/EX; 18.2/ x 12 x 64 G2
81-2538	IN/EX; 18.4/ x 12 x 64 G2



50 004 884 EX; 53.1 x 43 x 10; ST; 45°

92-25003 EX; 53.11 x 43 x 9.9; G1; 45°

50 004 882 IN; 61.1 x 48 x 9; ST; 30°

92-25001 IN; 61.11 x 48 x 8.9; G1; 30°

92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

92-25008 IN; 61.11 x 49 x 8.9; G1; 30°



50 006 348 CAM

151

128



D 2866 Euro 0

LF 07

10.1990 →

D LA 6

11967 cm³

2V















213-272 kW

290-370 PS

£ 16:1

155



D 2866 Euro 1		LF 09, LF 15
		10.1990 →
		D LA 6 11967 cm ³ 2V 272-310 kW 370-420 PS ϵ 16:1 η 155
	90 583 600	Cyl. \varnothing : 128; KH: 89.75; VT1: -2.1; MT: -24.4; M \varnothing : 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
		
		
	90 584 600	Cyl. \varnothing : 128; KH: 89.55; VT1: -2.1; MT: -24.4; M \varnothing : 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
		
		
	90 585 600	Cyl. \varnothing : 128; KH: 89.35; VT1: -2.1; MT: -24.4; M \varnothing : 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
		
		
	80 00155 1 0 000	Cyl. \varnothing : 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	80 00155 6 0 000	Cyl. \varnothing : 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	90 583 960	Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 583 961	Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 583 963	Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 583 964	Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 584 960	Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 584 961	Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 584 963	Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 584 964	Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 585 960	Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 585 961	Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 585 963	Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 585 964	Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	78 585 600	PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

cont...





TRW
EngineComponents

PIERBURG



MAN

78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'., from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 160 -- G - S - - - - ; bare



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H

25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-25101 IN; 18/ x 12.02 x 59.5 G2



92-25003 EX; 53.11 x 43 x 9.9; G1; 45°

81-25108 IN; 18.2/ x 12.02 x 59.5 G2

92-25001 IN; 61.11 x 48 x 8.9; G1; 30°

81-2536 IN/EX; 18/ x 12 x 64 G2

92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

81-2537 IN/EX; 18.2/ x 12 x 64 G2

92-25008 IN; 61.11 x 49 x 8.9; G1; 30°

81-2538 IN/EX; 18.4/ x 12 x 64 G2



50 006 348 CAM

152

128

D 2866 Euro 0

LF 08

D LA 6 11967 cm³ 2V 243 kW 330 PS € 16:1 155

M



78 585 600 PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / **78 585 610** 0,25 / **78 585 620** 0,50 / **78 585 630** 0,75 / **78 585 640** 1,00

78 586 600 PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / **78 586 610** 0,25 / **78 586 620** 0,50 / **78 586 630** 0,75 / **78 586 640** 1,00

78 709 600 PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600 PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / **78 901 620** 0,50 / **78 901 630** 0,75 / **78 901 640** 1,00, The upper shell is marked with 'SPUTTER'., from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600 PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40, 06.1999→

77 682 600 SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / **77 682 610** 0,25 / **77 682 620** 0,50 / **77 682 630** 0,75 / **77 682 640** 1,00, 06.1999→

87 281 690 SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690 SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600 SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 505 600 SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / **87 505 610** 0,25 / **87 505 620** 0,50 / **87 505 630** 0,75 / **87 505 640** 1,00



50 003 160 -- G - S - - - - ; bare



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H

25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-25101 IN; 18/ x 12.02 x 59.5 G2



92-25003 EX; 53.11 x 43 x 9.9; G1; 45°

81-25108 IN; 18.2/ x 12.02 x 59.5 G2

92-25001 IN; 61.11 x 48 x 8.9; G1; 30°

81-2536 IN/EX; 18/ x 12 x 64 G2

92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

81-2537 IN/EX; 18.2/ x 12 x 64 G2

92-25008 IN; 61.11 x 49 x 8.9; G1; 30°

81-2538 IN/EX; 18.4/ x 12 x 64 G2



50 006 348 CAM



153



128



D 2866 Euro 2

LF 14

03.1993 →

D LA 6

11967 cm³

2V

294 kW

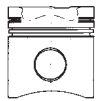
400 PS

ε 17:1

155



90 578 600



Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.75; piston pin: 46x105; number of piston rings: 3
RTK, FBo

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 579 600



Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.55; piston pin: 46x105; number of piston rings: 3
RTK, KH-, FBo

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 581 600



Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.35; piston pin: 46x105; number of piston rings: 3
RTK, KH-, FBo

T15 3,5 CR G6

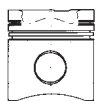
M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 582 600



Cyl. Ø: 128; KH: 89.15; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.15; piston pin: 46x105; number of piston rings: 3
RTK, KH-

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 578 960

Piston: 90578600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 961

Piston: 90578600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 963

Piston: 90578600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 964

Piston: 90578600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 960

Piston: 90579600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 961

Piston: 90579600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 963

Piston: 90579600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 964

Piston: 90579600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 960

Piston: 90581600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 961

Piston: 90581600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 963

Piston: 90581600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 964

Piston: 90581600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 582 960

Piston: 90582600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...





	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	78 585 600	PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999
	78 709 600	PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston \varnothing 90 mm.
	78 901 600	PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	79 261 600	PAIR AS STD \varnothing 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→
	77 682 600	SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→
	87 281 690	SET PL-B SEMI \varnothing 46.000 / 50.000 / 38.700 / St/B
	87 349 690	SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B
	87 501 600	SET NW-L STD \varnothing 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD \varnothing 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD \varnothing 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 503 604	SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999
	87 505 600	SET PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
	50 003 160	-- G - S - - - - ; bare
M	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°
	92-25001	IN; 61.11 x 48 x 8.9; G1; 30°
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°
	92-25008	IN; 61.11 x 49 x 8.9; G1; 30°
	50 006 348	CAM

	KK-12H	
	81-25101	IN; 18/ x 12.02 x 59.5 G2
	81-25108	IN; 18.2/ x 12.02 x 59.5 G2
	81-2536	IN/EX; 18/ x 12 x 64 G2
	81-2537	IN/EX; 18.2/ x 12 x 64 G2
	81-2538	IN/EX; 18.4/ x 12 x 64 G2

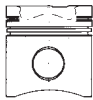
154		128										
		D 2866 Euro 2	LF 17									
				D	LA	6	11967 cm ³	2V	257 kW	349 PS	£ 17:1	155

	90 578 600	Cyl. \varnothing : 128; KH: 89.75; VT1: -2.1; MT: -21.6; M \varnothing : 80; GL: 141.75; piston pin: 46x105; number of piston rings: 3 RTK, FBo T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	90 579 600	Cyl. \varnothing : 128; KH: 89.55; VT1: -2.1; MT: -21.6; M \varnothing : 80; GL: 141.55; piston pin: 46x105; number of piston rings: 3 RTK, KH-, FBo T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...

cont...



90 581 600



Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.35; piston pin: 46x105; number of piston rings: 3
RTK, KH-, FBø
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 582 600



Cyl. Ø: 128; KH: 89.15; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.15; piston pin: 46x105; number of piston rings: 3
RTK, KH-
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 578 960

Piston: 90578600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 961

Piston: 90578600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 963

Piston: 90578600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 964

Piston: 90578600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 960

Piston: 90579600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 961

Piston: 90579600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 963

Piston: 90579600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 964

Piston: 90579600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 960

Piston: 90581600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 961

Piston: 90581600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 963

Piston: 90581600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 964

Piston: 90581600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 582 960

Piston: 90582600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A

79 261 610 0,40, 06.1999→

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

cont...





TRW
EngineComponents

PIERBURG



MAN

	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
	50 003 160	-- G - S - - - - ; bare
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
	92-25001	IN; 61.11 x 48 x 8.9; G1; 30°
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°
	92-25008	IN; 61.11 x 49 x 8.9; G1; 30°
	50 006 348	CAM



KK-12H



81-25101

IN; 18/ x 12.02 x 59.5 G2



81-25108

IN; 18.2/ x 12.02 x 59.5 G2

81-2536

IN/EX; 18/ x 12 x 64 G2

81-2537

IN/EX; 18.2/ x 12 x 64 G2

81-2538

IN/EX; 18.4/ x 12 x 64 G2

155

128



D 2866 Euro 3

LF 25

02.1999 →

D LA 6

11967 cm³

4V

301 kW

410 PS

ε 19:1

155



99 330 600

Cyl. Ø: 128; KH: 89.75; VT1: -1.9; VT2: -1.9; MT: -22; MØ: 80; GL: 141.75; piston pin: 46x105; number of piston rings: 3

RTK, FBø

T15 4 CR G6

M 3

DSF 4 CR

→ **80 00300 1 0 ...**



99 331 600

Cyl. Ø: 128; KH: 89.55; VT1: -1.9; VT2: -1.9; MT: -22; MØ: 80; GL: 141.55; piston pin: 46x105; number of piston rings: 3

RTK, FBø

T15 4 CR G6

M 3

DSF 4 CR

→ **80 00300 1 0 ...**



99 332 600

Cyl. Ø: 128; KH: 89.35; VT1: -1.9; VT2: -1.9; MT: -22; MØ: 80; GL: 141.35; piston pin: 46x105; number of piston rings: 3

RTK, FBø

T15 4 CR G6

M 3

DSF 4 CR

→ **80 00300 1 0 ...**



80 00300 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 4] [M 3] [DSF CR 4]



99 330 960

Piston: 99330600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 330 961

Piston: 99330600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 330 963

Piston: 99330600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 330 964

Piston: 99330600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 331 960

Piston: 99331600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 331 961

Piston: 99331600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 331 963

Piston: 99331600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 331 964

Piston: 99331600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 332 960













Piston: 99332600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 332 961













Piston: 99332600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...



99 332 963	Piston: 99332600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
99 332 964	Piston: 99332600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
 50 003 163	-- G - S - - - - -; bare
 25250	EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III
 25301	EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III
25249	IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III
25300	IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III
 MK-9H	
 RK-9H	
 81-25106	IN/EX; 15.05/ x 9 x 66.5 G2
 92-25010	EX; 48.1 x 40.1 x 8; G1; 45°
 92-25009	IN; 48.1 x 38.05 x 8; G1; 30°
 50 006 348	CAM
 50 005 870	

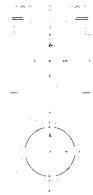
M

156		128									
	D 2866 Euro 3	LF 28									
		02.1999 →	D	LA	6	11967 cm ³	4V	301 kW	410 PS	ε 19:1	155
	D 2866 Euro 2	LF 37									
		08.1999 →	D	LA	6	11967 cm ³	4V	265 kW	360 PS	ε 19:1	155
 99 330 600		Cyl. Ø: 128; KH: 89.75; VT1: -1.9; VT2: -1.9; MT: -22; MØ: 80; GL: 141.75; piston pin: 46x105; number of piston rings: 3									
		RTK, FBo									
		T15 4 CR G6									
		M 3									
		DSF 4 CR									
		→ 80 00300 1 0 ...									
 99 331 600		Cyl. Ø: 128; KH: 89.55; VT1: -1.9; VT2: -1.9; MT: -22; MØ: 80; GL: 141.55; piston pin: 46x105; number of piston rings: 3									
		RTK, FBo									
		T15 4 CR G6									
		M 3									
		DSF 4 CR									
		→ 80 00300 1 0 ...									

cont...



99 332 600



Cyl. Ø: 128; KH: 89.35; VT1: -1.9; VT2: -1.9; MT: -22; MØ: 80; GL: 141.35; piston pin: 46x105; number of piston rings: 3
RTK, FBo
T15 4 CR G6
M 3
DSF 4 CR
→ **80 00300 1 0 ...**

80 00300 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 4] [M 3] [DSF CR 4]

99 330 960

Piston: 99330600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 330 961

Piston: 99330600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 330 963

Piston: 99330600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 330 964

Piston: 99330600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 331 960

Piston: 99331600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 331 961

Piston: 99331600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 331 963

Piston: 99331600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 331 964

Piston: 99331600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 332 960

Piston: 99332600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 332 961

Piston: 99332600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 332 963

Piston: 99332600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 332 964

Piston: 99332600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

M



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 / / 3.400 St/A
79 261 610 0,40

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 163

-- G - S - - - - ; bare



25250

EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III

25301

EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III

25249

IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III



MK-9H

RK-9H



81-25106

IN/EX; 15.05/ x 9 x 66.5 G2

cont...



25300

IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III



92-25010
92-25009

EX; 48.1 x 40.1 x 8; G1; 45°
IN; 48.1 x 38.05 x 8; G1; 30°

50 005 870



7.28260.05.0

EGR Module; pneumatic



7.22841.08.0

EGR Valve; pneumatic, Non-return valve

157

128



D 2866 Euro 2

LF 29, LF 30

10.1999 →

D LA 6 11967 cm³ 2V 294-301 kW 400-410 PS

155



90 578 600



Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.75; piston pin: 46x105; number of piston rings: 3
RTK, FBo

T15 3,5 CR G6
M 3
DSF 5 CR

→ 80 00155 1 0 ..., 80 00155 6 0 ...



90 579 600



Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.55; piston pin: 46x105; number of piston rings: 3
RTK, KH-, FBo

T15 3,5 CR G6
M 3
DSF 5 CR

→ 80 00155 1 0 ..., 80 00155 6 0 ...



90 581 600



Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.35; piston pin: 46x105; number of piston rings: 3
RTK, KH-, FBo

T15 3,5 CR G6
M 3
DSF 5 CR

→ 80 00155 1 0 ..., 80 00155 6 0 ...



90 582 600



Cyl. Ø: 128; KH: 89.15; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.15; piston pin: 46x105; number of piston rings: 3
RTK, KH-

T15 3,5 CR G6
M 3
DSF 5 CR

→ 80 00155 1 0 ..., 80 00155 6 0 ...



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 578 960

Piston: 90578600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 961

Piston: 90578600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 963

Piston: 90578600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 964

Piston: 90578600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 960

Piston: 90579600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 961

Piston: 90579600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 963

Piston: 90579600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 964

Piston: 90579600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 960

Piston: 90581600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 961

Piston: 90581600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...







TRW
EngineComponents





PIERBURG



MAN

90 581 963	Piston: 90581600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 581 964	Piston: 90581600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 582 960	Piston: 90582600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 78 585 600	PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 709 600	PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston \varnothing 90 mm.
78 901 600	PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'., from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
79 261 600	PAIR AS STD \varnothing 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40
77 682 600	SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00
87 281 690	SET PL-B SEMI \varnothing 46.000 / 50.000 / 38.700 / St/B
87 349 690	SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD \varnothing 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD \varnothing 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD \varnothing 69.940 / 75.000 / 28.000 / 2.500 St/A
87 505 600	SET PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

M

 50 003 163	-- G - S - - - - ; bare
 25250	EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III
25301	EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III
25249	IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III
25300	IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III
 50 006 348	CAM
 50 005 870	
 7.22841.08.0	EGR Valve; pneumatic, Non-return valve

158

 **128**



D 2866 Euro 2

LF 31

09.1998 →

D

LA

6

11967 cm³

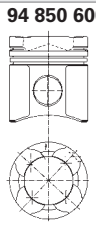
4V

301 kW

410 PS

ε 17:1

155



Cyl. \varnothing : 128; KH: 89.75; VT1: -1.9; MT: -22.8; M \varnothing : 80; GL: 141.75; piston pin: 46x105; number of piston rings: 3
RTK, FBo
T15 4 CR G6
M 3
DSF 4 CR
→ **80 00300 1 0 ...**

cont...



94 851 600



Cyl. Ø: 128; KH: 89.55; VT1: -1.9; MT: -22.8; MØ: 80; GL: 141.55; piston pin: 46x105; number of piston rings: 3
RTK, FBo
T15 4 CR G6
M 3
DSF 4 CR
→ 80 00300 1 0 ...

94 852 600



Cyl. Ø: 128; KH: 89.35; VT1: -1.9; MT: -22.8; MØ: 80; GL: 141.35; piston pin: 46x105; number of piston rings: 3
RTK, FBo
T15 4 CR G6
M 3
DSF 4 CR
→ 80 00300 1 0 ...



80 00300 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 4] [M 3] [DSF CR 4]



94 850 960

Piston: 94850600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 850 961

Piston: 94850600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 850 963

Piston: 94850600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 850 964

Piston: 94850600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 851 960

Piston: 94851600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 851 961

Piston: 94851600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 851 963

Piston: 94851600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 851 964

Piston: 94851600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 852 960

Piston: 94852600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 852 961

Piston: 94852600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 852 963

Piston: 94852600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 852 964

Piston: 94852600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40, 06.1999→

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

cont...

M



	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
	50 003 163	-- G - S - - - - ; bare
	25250	EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III
	25301	EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III
	25249	IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III
	25300	IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III
	50 006 348	CAM
	50 005 870	
	7.22841.08.0	EGR Valve; pneumatic, Non-return valve

	MK-9H	
	RK-9H	
	81-25106	IN/EX; 15.05/ x 9 x 66.5 G2
	92-25010	EX; 48.1 x 40.1 x 8; G1; 45°
	92-25009	IN; 48.1 x 38.05 x 8; G1; 30°

159		128	
	D 2866 Euro 3	LF 33	
		08.1999 →	D LA 6 11967 cm ³ 4V 268-301 kW 360-410 PS 155

M

	90 334 600	Cyl. Ø: 128; KH: 89.8; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.8; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	90 336 600	Cyl. Ø: 128; KH: 89.6; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.6; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	90 337 600	Cyl. Ø: 128; KH: 89.4; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.4; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	90 482 600	Cyl. Ø: 128; KH: 89.2; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.4; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	90 334 960	Piston: 90334600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 334 961	Piston: 90334600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 334 963	Piston: 90334600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 334 964	Piston: 90334600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 336 960	Piston: 90336600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 336 961	Piston: 90336600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...



- 90 336 963 Piston: 90336600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 336 964 Piston: 90336600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 337 960 Piston: 90337600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 337 961 Piston: 90337600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 337 963 Piston: 90337600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 337 964 Piston: 90337600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 482 960 Piston: 90482600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 482 961 Piston: 90482600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 482 963 Piston: 90482600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 90 482 964 Piston: 90482600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



- 89 186 110 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 89 518 110 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 89 324 110 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 89 534 110 N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



- 78 585 600 PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
- 78 586 600 PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
- 78 709 600 PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.
- 78 901 600 PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
- 79 261 600 PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40
- 77 682 600 SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00
- 87 281 690 SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
- 87 349 690 SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
- 87 501 600 SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
- 87 505 600 SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



160		128		D 2866 Euro 2	LF 34, LF 35	11.1998 →	D LA 6	11967 cm³	2V	228-265 kW	310-360 PS	£17:1	155
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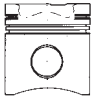
- 90 578 600 Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.75; piston pin: 46x105; number of piston rings: 3
RTK, FBo
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



cont...



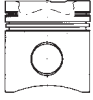
90 579 600



Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.55; piston pin: 46x105; number of piston rings: 3
RTK, KH-, FBø
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



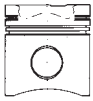
90 581 600



Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.35; piston pin: 46x105; number of piston rings: 3
RTK, KH-, FBø
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 582 600



Cyl. Ø: 128; KH: 89.15; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.15; piston pin: 46x105; number of piston rings: 3
RTK, KH-
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 578 960

Piston: 90578600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 961

Piston: 90578600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 963

Piston: 90578600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 964

Piston: 90578600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 960

Piston: 90579600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 961

Piston: 90579600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 963

Piston: 90579600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 964

Piston: 90579600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 960

Piston: 90581600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 961

Piston: 90581600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 963

Piston: 90581600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 964

Piston: 90581600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 582 960

Piston: 90582600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

cont...



TRW
EngineComponents



MAN

78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 163 -- G - S - - - - -; bare



25250 EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III



25301 EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III

25249 IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III

25300 IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III



MK-9H

RK-9H



81-25106

IN/EX; 15.05/ x 9 x 66.5 G2



92-25010

EX; 48.1 x 40.1 x 8; G1; 45°

92-25009

IN; 48.1 x 38.05 x 8; G1; 30°



50 006 348 CAM



50 005 870



7.22841.08.0 EGR Valve; pneumatic, Non-return valve

161

128



D 2866 Euro 2

LF 36

11.1999 →

D LA 6

11967 cm³

4V

228 kW

310 PS

ε 17:1

155



90 578 600 Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.75; piston pin: 46x105; number of piston rings: 3



RTK, FBo

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0** ..., **80 00155 6 0** ...



90 579 600 Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.55; piston pin: 46x105; number of piston rings: 3



RTK, KH-, FBo

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0** ..., **80 00155 6 0** ...



90 581 600 Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.35; piston pin: 46x105; number of piston rings: 3



RTK, KH-, FBo

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0** ..., **80 00155 6 0** ...

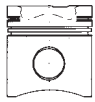


cont...

M



90 582 600



Cyl. Ø: 128; KH: 89.15; VT1: -2.1; MT: -21.6; MØ: 80; GL: 141.15; piston pin: 46x105; number of piston rings: 3
RTK, KH-
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

90 578 960

Piston: 90578600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 961

Piston: 90578600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 963

Piston: 90578600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 578 964

Piston: 90578600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 960

Piston: 90579600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 961

Piston: 90579600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 963

Piston: 90579600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 579 964

Piston: 90579600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 960

Piston: 90581600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 961

Piston: 90581600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 963

Piston: 90581600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 581 964

Piston: 90581600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 582 960

Piston: 90582600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 186 110



N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

78 585 600



PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'., from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00







50 003 163






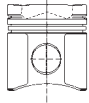


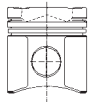


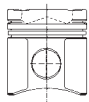
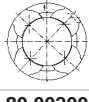
-- G - S - - - - ; bare


cont...




	25250	EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III		MK-9H	
	25301	EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III		RK-9H	
	25249	IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III		81-25106	IN/EX; 15.05/ x 9 x 66.5 G2
	25300	IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III		92-25010	EX; 48.1 x 40.1 x 8; G1; 45°
				92-25009	IN; 48.1 x 38.05 x 8; G1; 30°
	50 005 870				
	7.28260.05.0	EGR Module; pneumatic			

162		128								
	D 2866 Euro 2	LF 43								
			D	LA	6	11967 cm ³	4V	265 kW	360 PS	 155

	94 850 600	Cyl. Ø: 128; KH: 89.75; VT1: -1.9; MT: -22.8; MØ: 80; GL: 141.75; piston pin: 46x105; number of piston rings: 3 RTK, FBo T15 4 CR G6 M 3 DSF 4 CR → 80 00300 1 0 ...
		
		
	94 851 600	Cyl. Ø: 128; KH: 89.55; VT1: -1.9; MT: -22.8; MØ: 80; GL: 141.55; piston pin: 46x105; number of piston rings: 3 RTK, FBo T15 4 CR G6 M 3 DSF 4 CR → 80 00300 1 0 ...
		
		
	94 852 600	Cyl. Ø: 128; KH: 89.35; VT1: -1.9; MT: -22.8; MØ: 80; GL: 141.35; piston pin: 46x105; number of piston rings: 3 RTK, FBo T15 4 CR G6 M 3 DSF 4 CR → 80 00300 1 0 ...
		
		

	80 00300 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 4] [M 3] [DSF CR 4]
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	94 850 960	Piston: 94850600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 850 961	Piston: 94850600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 850 963	Piston: 94850600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 850 964	Piston: 94850600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 851 960	Piston: 94851600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 851 961	Piston: 94851600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 851 963	Piston: 94851600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 851 964	Piston: 94851600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 852 960	Piston: 94852600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 852 961	Piston: 94852600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 852 963	Piston: 94852600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 852 964	Piston: 94852600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...





	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→
	77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→
	87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

	50 003 163	-- G - S - - - - ; bare	
	25250	EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III	MK-9H
	25301	EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III	RK-9H
	25249	IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III	81-25106 IN/EX; 15.05/ x 9 x 66.5 G2
	25300	IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III	92-25010 EX; 48.1 x 40.1 x 8; G1; 45° 92-25009 IN; 48.1 x 38.05 x 8; G1; 30°











	50 005 870	
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163		128
	D 2866	LFG
		1991→ D LA 6 11967 cm³ 2V 221-243 kW 300-330 PS £16:1 155

	90 583 600	Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3 FB ₀ , RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	90 584 600	Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3 FB ₀ , RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	90 585 600	Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3 FB ₀ , RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...

cont...



	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]	
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]	
	90 583 960	Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 583 961	Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 583 963	Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 583 964	Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 584 960	Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 584 961	Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 584 963	Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 584 964	Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 585 960	Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 585 961	Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 585 963	Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 585 964	Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00	
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00	
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999	
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.	
	78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!	
	79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→	
	77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→	
	87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B	
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B	
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A	
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999	
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00	
	50 003 160	-- G - S - - - -; bare	
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III	 KK-12H
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III	 81-2536 IN/EX; 18/ x 12 x 64 G2
	92-25010	EX; 48.1 x 40.1 x 8; G1; 45°	 81-2537 IN/EX; 18.2/ x 12 x 64 G2
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°	81-2538 IN/EX; 18.4/ x 12 x 64 G2
	92-25009	IN; 48.1 x 38.05 x 8; G1; 30°	
	92-25001	IN; 61.11 x 48 x 8.9; G1; 30°	

cont...



92-25002 IN; 61.11 x 49 x 8.8; G1; 30°
92-25008 IN; 61.11 x 49 x 8.9; G1; 30°

7.28260.05.0 EGR Module; pneumatic
 7.22841.08.0 EGR Valve; pneumatic, Non-return valve

164

128

D 2866 Euro 1

LFG 03

04.1994 →

D LA 6 11967 cm³ 2V 272 kW 370 PS 155



90 583 600 Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3
FB_o, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 584 600



Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3
FB_o, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 585 600



Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3
FB_o, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



M



80 00155 1 0 000 Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000 Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 583 960 Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 961 Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 963 Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 964 Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 960 Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 961 Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 963 Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 964 Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 960 Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 961 Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 963 Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 964 Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.




89 186 110 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...











89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40 , 06.1999→
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00 , 06.1999→
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

 50 003 163	-- G - S - - - - -; bare		
 25250	EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III	 MK-9H	
25301	EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III	 RK-9H	
25249	IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III	 81-25106	IN/EX; 15.05/ x 9 x 66.5 G2
25300	IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III	 92-25010	EX; 48.1 x 40.1 x 8; G1; 45°
		 92-25009	IN; 48.1 x 38.05 x 8; G1; 30°

 50 006 348	CAM
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 7.28260.05.0	EGR Module; pneumatic
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165	 128
 D 2866 Euro 1	LFG 04
	04.1994 →
	D LA 6 11967 cm ³ 4V 309 kW 420 PS  155

 90 583 600	Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
 	
 	
90 584 600	Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
 	
	
90 585 600	Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...

cont...



	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]	
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]	
	90 583 960	Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 583 961	Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 583 963	Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 583 964	Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 584 960	Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 584 961	Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 584 963	Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 584 964	Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 585 960	Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 585 961	Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 585 963	Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 585 964	Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
M	89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00	
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00	
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999	
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.	
	78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER'., from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!	
	79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→	
	77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→	
	87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B	
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B	
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A	
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999	
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00	
	50 003 163	-- G - S - - - - ; bare	
	25250	EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III	 MK-9H
	25301	EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III	 RK-9H
	25249	IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III	 81-25106 IN/EX; 15.05/ x 9 x 66.5 G2
	25300	IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III	 92-25010 EX; 48.1 x 40.1 x 8; G1; 45°
			 92-25009 IN; 48.1 x 38.05 x 8; G1; 30°
	50 006 348	CAM	

cont...



TRW
EngineComponents



MAN

- 7.28260.05.0** EGR Module; pneumatic
- 7.22841.08.0** EGR Valve; pneumatic, Non-return valve

166 **128**



D 2866 Euro 2

LFG 05

04.1994 →

D

LA

6

11967 cm³

4V

294 kW

400 PS

155



- 78 585 600** PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
- 78 586 600** PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
- 78 587 604** PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999
- 78 709 600** PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.
- 78 901 600** PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
- 79 261 600** PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40, 06.1999→
- 77 682 600** SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→
- 87 281 690** SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
- 87 349 690** SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
- 87 501 600** SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
- 87 503 604** SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999
- 87 505 600** SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



- 50 003 163** -- G - S - - - -; bare



- 25250** EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III
- 25301** EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III
- 25249** IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III
- 25300** IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III



MK-9H
RK-9H



81-25106 IN/EX; 15.05/ x 9 x 66.5 G2



92-25010 EX; 48.1 x 40.1 x 8; G1; 45°
92-25009 IN; 48.1 x 38.05 x 8; G1; 30°

M



- 50 006 348** CAM



- 7.28260.05.0** EGR Module; pneumatic
- 7.22841.08.0** EGR Valve; pneumatic, Non-return valve

167 **128**



D 2866 Euro 3

LFG 07

04.1994 →

D

LA

6

11967 cm³

4V

155



- 99 330 600** Cyl. Ø: 128; KH: 89.75; VT1: -1.9; VT2: -1.9; MT: -22; MØ: 80; GL: 141.75; piston pin: 46x105; number of piston rings: 3
RTK, FBo
T15 4 CR G6
M 3
DSF 4 CR
→ **80 00300 1 0 ...**

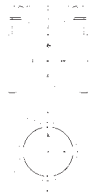
99 331 600

- Cyl. Ø: 128; KH: 89.55; VT1: -1.9; VT2: -1.9; MT: -22; MØ: 80; GL: 141.55; piston pin: 46x105; number of piston rings: 3
RTK, FBo
T15 4 CR G6
M 3
DSF 4 CR
→ **80 00300 1 0 ...**

cont...



99 332 600



Cyl. Ø: 128; KH: 89.35; VT1: -1.9; VT2: -1.9; MT: -22; MØ: 80; GL: 141.35; piston pin: 46x105; number of piston rings: 3
RTK, FBo
T15 4 CR G6
M 3
DSF 4 CR
→ **80 00300 1 0 ...**

80 00300 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 4] [M 3] [DSF CR 4]

99 330 960

Piston: 99330600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 330 961

Piston: 99330600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 330 963

Piston: 99330600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 330 964

Piston: 99330600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 331 960

Piston: 99331600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 331 961

Piston: 99331600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 331 963

Piston: 99331600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 331 964

Piston: 99331600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 332 960

Piston: 99332600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 332 961

Piston: 99332600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 332 963

Piston: 99332600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 332 964

Piston: 99332600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

M



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'., from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40, 06.1999→

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00











50 003 163


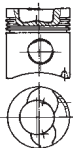
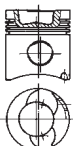
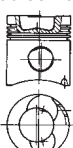


-- G - S - - - - ; bare


cont...



	25250	EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III		MK-9H
	25301	EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III		RK-9H
	25249	IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III		81-25106
				IN/EX; 15.05/ x 9 x 66.5 G2
	25300	IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III		92-25010
				EX; 48.1 x 40.1 x 8; G1; 45°
				92-25009
				IN; 48.1 x 38.05 x 8; G1; 30°
	50 006 348	CAM		
	7.28260.05.0	EGR Module; pneumatic		
	7.22841.08.0	EGR Valve; pneumatic, Non-return valve		



168		128									
	D 2866 Euro 0	LH 01	D	LA	6	11967 cm ³	2V	220 kW	299 PS		155

	90 334 600	Cyl. Ø: 128; KH: 89.8; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.8; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	90 336 600	Cyl. Ø: 128; KH: 89.6; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.6; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	90 337 600	Cyl. Ø: 128; KH: 89.4; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.4; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	90 482 600	Cyl. Ø: 128; KH: 89.2; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.4; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

	90 334 960	Piston: 90334600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 334 961	Piston: 90334600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 334 963	Piston: 90334600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 334 964	Piston: 90334600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 336 960	Piston: 90336600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 336 961	Piston: 90336600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 336 963	Piston: 90336600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 336 964	Piston: 90336600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 337 960	Piston: 90337600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 337 961	Piston: 90337600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 337 963	Piston: 90337600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 337 964	Piston: 90337600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...



90 482 960	Piston: 90482600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 482 961	Piston: 90482600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 482 963	Piston: 90482600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 482 964	Piston: 90482600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 160 -- G - S - - - - ; bare



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H



25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-2536

IN/EX; 18/ x 12 x 64 G2

92-25003 EX; 53.11 x 43 x 9.9; G1; 45°

81-2537

IN/EX; 18.2/ x 12 x 64 G2

92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

81-2538

IN/EX; 18.4/ x 12 x 64 G2

169



128

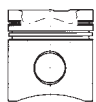
D 2866

LH 02

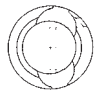
D LA 6 11967 cm³ 4V 272 kW 370 PS  155



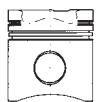
90 583 600 Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3



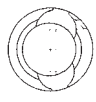
FB₀, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 584 600



Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3
FB₀, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



cont...



90 585 600



Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 583 960

Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 961

Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 963

Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 964

Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 960

Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 961

Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 963

Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 964

Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 960

Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 961

Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 963

Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 964

Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'. from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40, 06.1999→

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 160

-- G - S - - - - -; bare

cont...

M







TRW
EngineComponents










PIERBURG



MAN

 25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III	 KK-12H	
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III	 81-2536	IN/EX; 18/ x 12 x 64 G2
 92-25003	EX; 53.11 x 43 x 9.9; G1; 45°	81-2537	IN/EX; 18.2/ x 12 x 64 G2
92-25002	IN; 61.11 x 49 x 8.8; G1; 30°	81-2538	IN/EX; 18.4/ x 12 x 64 G2

170	 128	D 2866 Euro 0	LOH 02	D	LA	6	11967 cm³	2V	272 kW	370 PS	ε 15:1	155
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 90 583 600		Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
		
		Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
		
		Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
		

M

 80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
 80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
 90 583 960	Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 583 961	Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 583 963	Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 583 964	Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 584 960	Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 584 961	Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 584 963	Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 584 964	Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 585 960	Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 585 961	Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 585 963	Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
90 585 964	Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.








cont...














TRW
EngineComponents



MAN

89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40 , 06.1999→
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00 , 06.1999→
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
 50 003 160	-- G - S - - - -; bare
 25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
2573	IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III
 50 004 884	EX; 53.1 x 43 x 10; ST; 45°
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
50 004 882	IN; 61.1 x 48 x 9; ST; 30°
92-25002	IN; 61.11 x 49 x 8.8; G1; 30°
92-25008	IN; 61.11 x 49 x 8.9; G1; 30°
 50 006 348	CAM
 KK-12H	
 81-2536	IN/EX; 18/ x 12 x 64 G2
81-2537	IN/EX; 18.2/ x 12 x 64 G2
81-2538	IN/EX; 18.4/ x 12 x 64 G2

M

171	 128
 D 2866 Euro 1	LOH 09
	D LA 6 11967 cm ³ 4V 230 kW 313 PS  155
 90 583 600	Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	
 90 584 600	Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	
 90 585 600	Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	
 80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
 80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

cont...



TRW
EngineComponents

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MAN

	90 583 960	Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 583 961	Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 583 963	Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 583 964	Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 584 960	Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 584 961	Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 584 963	Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 584 964	Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 585 960	Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 585 961	Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 585 963	Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 585 964	Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
M	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER'. from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→
	77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→
	87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
	50 003 160	-- G - S - - - - ; bare
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°
	92-25008	IN; 61.11 x 49 x 8.9; G1; 30°
	50 006 348	CAM
		KK-12H
		81-2536 IN/EX; 18/ x 12 x 64 G2
		81-2537 IN/EX; 18.2/ x 12 x 64 G2
		81-2538 IN/EX; 18.4/ x 12 x 64 G2

172

128



D 2866 Euro 3

LOH 30

D LA 6 11967 cm³ 4V 294 kW 400 PS £ 18:1 155

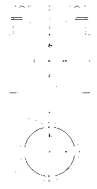


99 330 600



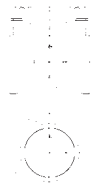
Cyl. Ø: 128; KH: 89.75; VT1: -1.9; VT2: -1.9; MT: -22; MØ: 80; GL: 141.75; piston pin: 46x105; number of piston rings: 3
RTK, FBo
T15 4 CR G6
M 3
DSF 4 CR
→ **80 00300 1 0 ...**

99 331 600



Cyl. Ø: 128; KH: 89.55; VT1: -1.9; VT2: -1.9; MT: -22; MØ: 80; GL: 141.55; piston pin: 46x105; number of piston rings: 3
RTK, FBo
T15 4 CR G6
M 3
DSF 4 CR
→ **80 00300 1 0 ...**

99 332 600



Cyl. Ø: 128; KH: 89.35; VT1: -1.9; VT2: -1.9; MT: -22; MØ: 80; GL: 141.35; piston pin: 46x105; number of piston rings: 3
RTK, FBo
T15 4 CR G6
M 3
DSF 4 CR
→ **80 00300 1 0 ...**



80 00300 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 4] [M 3] [DSF CR 4]



99 330 960

Piston: 99330600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 330 961

Piston: 99330600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 330 963

Piston: 99330600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 330 964

Piston: 99330600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 331 960

Piston: 99331600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 331 961

Piston: 99331600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 331 963

Piston: 99331600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 331 964

Piston: 99331600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 332 960

Piston: 99332600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 332 961

Piston: 99332600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 332 963

Piston: 99332600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

99 332 964

Piston: 99332600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'., from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

cont...



79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→	
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→	
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B	
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B	
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A	
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00	
25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III	KK-12H
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III	
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°	81-25102 EX; 18/ x 12.02 x 56 G2
92-25008	IN; 61.11 x 49 x 8.9; G1; 30°	81-25107 EX; 18.2/ x 12.02 x 56 G2
		81-25101 IN; 18/ x 12.02 x 59.5 G2
		81-25108 IN; 18.2/ x 12.02 x 59.5 G2
		81-2536 IN/EX; 18/ x 12 x 64 G2
		81-2537 IN/EX; 18.2/ x 12 x 64 G2
		81-2538 IN/EX; 18.4/ x 12 x 64 G2
50 006 348	CAM	
50 005 870		

173	128
D 2866 Euro 3	LOH 32
	D LA 6 11967 cm³ 4V 228 kW 310 PS £ 18:1 H 155













99 330 600	Cyl. Ø: 128; KH: 89.75; VT1: -1.9; VT2: -1.9; MT: -22; MØ: 80; GL: 141.75; piston pin: 46x105; number of piston rings: 3 RTK, FBø T15 4 CR G6 M 3 DSF 4 CR → 80 00300 1 0 ...
99 331 600	Cyl. Ø: 128; KH: 89.55; VT1: -1.9; VT2: -1.9; MT: -22; MØ: 80; GL: 141.55; piston pin: 46x105; number of piston rings: 3 RTK, FBø T15 4 CR G6 M 3 DSF 4 CR → 80 00300 1 0 ...
99 332 600	Cyl. Ø: 128; KH: 89.35; VT1: -1.9; VT2: -1.9; MT: -22; MØ: 80; GL: 141.35; piston pin: 46x105; number of piston rings: 3 RTK, FBø T15 4 CR G6 M 3 DSF 4 CR → 80 00300 1 0 ...




80 00300 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 4] [M 3] [DSF CR 4]
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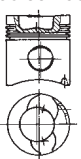
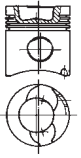
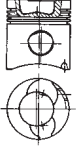
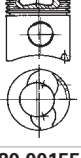


99 330 960	Piston: 99330600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
99 330 961	Piston: 99330600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
99 330 963	Piston: 99330600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
99 330 964	Piston: 99330600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
99 331 960	Piston: 99331600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
99 331 961	Piston: 99331600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
99 331 963	Piston: 99331600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...












99 331 964	Piston: 99331600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
99 332 960	Piston: 99332600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
99 332 961	Piston: 99332600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
99 332 963	Piston: 99332600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
99 332 964	Piston: 99332600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
 89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
 50 003 163	-- G - S - - - -; bare	
 25250	EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III	 MK-9H  RK-9H  81-25106 IN/EX; 15.05/ x 9 x 66.5 G2  92-25010 EX; 48.1 x 40.1 x 8; G1; 45°  92-25009 IN; 48.1 x 38.05 x 8; G1; 30°
 25301	EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III	
25249	IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III	
25300	IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III	
 50 005 870		
 7.28260.05.0	EGR Module; pneumatic	
 7.22841.08.0	EGR Valve; pneumatic, Non-return valve	

174  **128**
 **D 2866 Euro 0** **LU**
 1987 → 1997 D LA 6 11967 cm³ 2V 243 kW 330 PS € 15:1  155 **M**

 90 334 600		Cyl. Ø: 128; KH: 89.8; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.8; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
90 336 600		Cyl. Ø: 128; KH: 89.6; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.6; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
90 337 600		Cyl. Ø: 128; KH: 89.4; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.4; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
90 482 600		Cyl. Ø: 128; KH: 89.2; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.4; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
 80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]	
 80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]	

cont...



	90 334 960	Piston: 90334600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 334 961	Piston: 90334600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 334 963	Piston: 90334600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 334 964	Piston: 90334600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 336 960	Piston: 90336600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 336 961	Piston: 90336600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 336 963	Piston: 90336600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 336 964	Piston: 90336600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 337 960	Piston: 90337600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 337 961	Piston: 90337600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 337 963	Piston: 90337600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 337 964	Piston: 90337600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 482 960	Piston: 90482600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 482 961	Piston: 90482600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 482 963	Piston: 90482600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	90 482 964	Piston: 90482600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
M		89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
		89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
		89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
		89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	78 585 600	PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00	
	78 586 600	PAIR HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00	
	78 587 604	PAIR PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00	
	78 709 600	PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston \varnothing 90 mm.	
	78 901 600	PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'., from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!	
	87 281 690	SET PL-B SEMI \varnothing 46.000 / 50.000 / 38.700 / St/B	
	87 349 690	SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B	
	87 501 600	SET NW-L STD \varnothing 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD \varnothing 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD \varnothing 69.940 / 75.000 / 28.000 / 2.500 St/A	
	87 503 604	SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00	
	87 505 600	SET PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00	
		50 003 160	-- G - S - - - - ; bare
		25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
25237		IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III	
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°	
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°	
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°	
		 KK-12H	
		 81-2536 IN/EX; 18/ x 12 x 64 G2	
		 81-2537 IN/EX; 18.2/ x 12 x 64 G2	
		81-2538 IN/EX; 18.4/ x 12 x 64 G2	

cont..



92-25002 IN; 61.11 x 49 x 8.8; G1; 30°
92-25008 IN; 61.11 x 49 x 8.9; G1; 30°

175

128



D 2866 Euro 1

LU 03

1991 → 1994

D LA 6

11967 cm³

2V

272 kW

370 PS

ε 16:1

155



90 583 600



Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3
FBo, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ 80 00155 1 0 ..., 80 00155 6 0 ...



90 584 600



Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3
FBo, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ 80 00155 1 0 ..., 80 00155 6 0 ...



90 585 600



Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3
FBo, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ 80 00155 1 0 ..., 80 00155 6 0 ...



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 583 960

Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 961

Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 963

Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 964

Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 960

Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 961

Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 963

Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 964

Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 960

Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 961

Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 963

Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 964

Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...





TRW
EngineComponents

PIERBURG



MAN

	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER'., from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 160 -- G - S - - - - ; bare



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



50 004 884 EX; 53.1 x 43 x 10; ST; 45°

92-25003 EX; 53.11 x 43 x 9.9; G1; 45°

50 004 882 IN; 61.1 x 48 x 9; ST; 30°

92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

92-25008 IN; 61.11 x 49 x 8.9; G1; 30°



50 006 348 CAM



KK-12H



81-2536 IN/EX; 18/ x 12 x 64 G2

81-2537 IN/EX; 18.2/ x 12 x 64 G2

81-2538 IN/EX; 18.4/ x 12 x 64 G2

M

176

128



D 2866 Euro 1

LU 04

1992 →

D

LA

6

11967 cm³

2V

309 kW

420 PS

£ 16:1

155

D 2866 Euro 0

LXU

1991 →

D

LA

6

11967 cm³

2V

272 kW

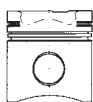
370 PS

£ 15:1

155



90 583 600



Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3

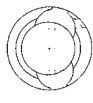
FB₀, RTK

T15 3,5 CR G6

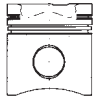
M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 584 600



Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3

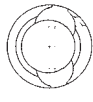
FB₀, RTK

T15 3,5 CR G6

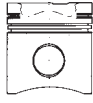
M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 585 600



Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3

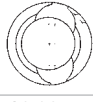
FB₀, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**













80 00155 1 0 000 Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000 Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

cont...



	90 583 960	Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
	90 583 961	Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
	90 583 963	Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
	90 583 964	Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
	90 584 960	Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
	90 584 961	Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
	90 584 963	Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
	90 584 964	Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
	90 585 960	Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
	90 585 961	Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
	90 585 963	Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
	90 585 964	Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
	89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
	89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.		
	78 585 600	PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00	M	
	78 586 600	PAIR HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00		
	78 587 604	PAIR PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999		
	78 709 600	PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston \varnothing 90 mm.		
	78 901 600	PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!		
	79 261 600	PAIR AS STD \varnothing 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→		
	77 682 600	SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→		
	87 281 690	SET PL-B SEMI \varnothing 46.000 / 50.000 / 38.700 / St/B		
	87 349 690	SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B		
	87 501 600	SET NW-L STD \varnothing 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD \varnothing 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD \varnothing 69.940 / 75.000 / 28.000 / 2.500 St/A		
	87 503 604	SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999		
	87 505 600	SET PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00		
	50 003 160	-- G - S - - - -; bare		
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III		 KK-12H
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III		 81-2536 IN/EX; 18/ x 12 x 64 G2
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°	 81-2537 IN/EX; 18.2/ x 12 x 64 G2	
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°	81-2538 IN/EX; 18.4/ x 12 x 64 G2	
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°		
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°		
	92-25008	IN; 61.11 x 49 x 8.9; G1; 30°		
	50 006 348	CAM		



TRW
EngineComponents

PIERBURG



MAN

177

128



D 2866 Euro 1

LU 07, LU 08

D LA 6 11967 cm³ 2V 230-272 kW 313-370 PS £ 16:1 155

	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40 , 06.1999→
	77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00 , 06.1999→
	87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 160

-- G - S - - - - ; bare



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H



25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-2536

IN/EX; 18/ x 12 x 64 G2



50 004 884

EX; 53.1 x 43 x 10; ST; 45°

81-2537

IN/EX; 18.2/ x 12 x 64 G2

92-25003

EX; 53.11 x 43 x 9.9; G1; 45°

81-2538

IN/EX; 18.4/ x 12 x 64 G2

50 004 882

IN; 61.1 x 48 x 9; ST; 30°

92-25002

IN; 61.11 x 49 x 8.8; G1; 30°

92-25008

IN; 61.11 x 49 x 8.9; G1; 30°



50 006 348

CAM

M

178

128



D 2866

LUE

1984 → 1987

D LA 6 11967 cm³ 2V 250 kW 340 PS £ 15:1 155

	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H



25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-2536

IN/EX; 18/ x 12 x 64 G2

81-2537

IN/EX; 18.2/ x 12 x 64 G2

81-2538

IN/EX; 18.4/ x 12 x 64 G2



TRW
EngineComponents



MAN

179



128



D 2866 Euro 1

LUE 602

1997 →

D LA 6 11967 cm³ 2V 300 kW 408 PS

155



78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40 , 06.1999→
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00 , 06.1999→
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 009 129 Length: 251; counterbore: 95; piston pin: 46; keystone conrod



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H

25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-2536 IN/EX; 18/ x 12 x 64 G2
81-2537 IN/EX; 18,2/ x 12 x 64 G2
81-2538 IN/EX; 18,4/ x 12 x 64 G2

180



128



D 2866 Euro 1

LUE 605

D LA 6 11967 cm³ 2V 230 kW 313 PS

155



78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40 , 06.1999→
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00 , 06.1999→
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H

25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-2536 IN/EX; 18/ x 12 x 64 G2
81-2537 IN/EX; 18,2/ x 12 x 64 G2
81-2538 IN/EX; 18,4/ x 12 x 64 G2

M



TRW
EngineComponents

PIERBURG



MAN

181

128



D 2866 Euro 1

LUH 05

D LA 6 11967 cm³ 2V 272 kW 370 PS

155



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40, 06.1999→

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 160

-- G - S - - - - ; bare



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H



25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-2536

IN/EX; 18/ x 12 x 64 G2



92-25003

EX; 53.11 x 43 x 9.9; G1; 45°

81-2537

IN/EX; 18.2/ x 12 x 64 G2

92-25002

IN; 61.11 x 49 x 8.8; G1; 30°

81-2538

IN/EX; 18.4/ x 12 x 64 G2

92-25008

IN; 61.11 x 49 x 8.9; G1; 30°

182

128



D 2866 Euro 3

LUH 27

08.1999→

D LA 6 11967 cm³ 4V 191 kW 260 PS

£ 19:1 155



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 163

-- G - S - - - - ; bare



25250

EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III



MK-9H

25301

EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III

RK-9H



25249

IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III



81-25106

IN/EX; 15.05/ x 9 x 66.5 G2

25300

IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III



92-25010

EX; 48.1 x 40.1 x 8; G1; 45°

92-25009

IN; 48.1 x 38.05 x 8; G1; 30°



50 005 870



183



128



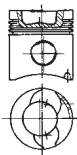
D 2866 Euro 0

LUL/330

07.1986 → 07.1989 D LA 6 11967 cm³ 2V 243 kW 330 PS ϵ 15:1 155

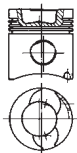


90 334 600



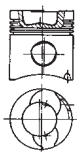
Cyl. Ø: 128; KH: 89.8; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.8; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

90 336 600



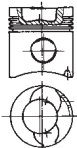
Cyl. Ø: 128; KH: 89.6; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.6; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

90 337 600



Cyl. Ø: 128; KH: 89.4; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.4; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

90 482 600



Cyl. Ø: 128; KH: 89.2; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.4; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 334 960

Piston: 90334600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 334 961

Piston: 90334600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 334 963

Piston: 90334600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 334 964

Piston: 90334600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 336 960

Piston: 90336600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 336 961

Piston: 90336600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 336 963

Piston: 90336600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 336 964

Piston: 90336600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 337 960

Piston: 90337600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 337 961

Piston: 90337600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 337 963

Piston: 90337600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 337 964

Piston: 90337600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 482 960

Piston: 90482600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 482 961

Piston: 90482600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 482 963

Piston: 90482600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 482 964

Piston: 90482600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...

M



	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

	50 003 160	-- G - S - - - - ; bare	
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III	KK-12H
	2573	IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III	81-2536 IN/EX; 18/ x 12 x 64 G2
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III	81-2537 IN/EX; 18.2/ x 12 x 64 G2
	2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III	81-2538 IN/EX; 18.4/ x 12 x 64 G2
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°	
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°	
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°	
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°	

184		128
	D 2866	LX, LXE 30
	07.1989→	D LA 6 11967 cm ³ 2V 198-344 kW 269-468 PS

	90 583 600	Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
	90 584 600	Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...

cont...



90 585 600



Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 583 960

Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 961

Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 963

Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 964

Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 960

Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 961

Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 963

Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 964

Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 960

Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 961

Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 963

Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 964

Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40, 06.1999→

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

M



185

128



D 2866

LXE 20

D LA 6 11967 cm³ 2V 215-237 kW 292-322 PS ϵ 15,5:1 \bar{H} 155

	80 00155 1 0 000	Cyl. \varnothing : 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	80 00155 6 0 000	Cyl. \varnothing : 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	78 585 600	PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 709 600	PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston \varnothing 90 mm.
	78 901 600	PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', from 250 kW \rightarrow / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	79 261 600	PAIR AS STD \varnothing 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999\rightarrow
	77 682 600	SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999\rightarrow
	87 281 690	SET PL-B SEMI \varnothing 46.000 / 50.000 / 38.700 / St/B
	87 349 690	SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B
	87 501 600	SET NW-L STD \varnothing 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD \varnothing 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD \varnothing 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 505 600	SET PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
	2573	IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
	2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°
		KK-12H
		81-2536 IN/EX; 18/ x 12 x 64 G2
		81-2537 IN/EX; 18.2/ x 12 x 64 G2
		81-2538 IN/EX; 18.4/ x 12 x 64 G2

M

186

128



D 2866 Euro 0

LXF

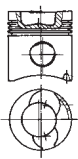
07.1986 \rightarrow D LA 6 11967 cm³ 2V 265-274 kW 360-372 PS ϵ 15:1 \bar{H} 155

	90 334 600	Cyl. \varnothing : 128; KH: 89.8; VT1: -2.3; MT: -32.2; M \varnothing : 70; GL: 141.8; piston pin: 46x105; number of piston rings: 3 FB ₀ , RTK T15 3,5 CR G6 M 3 DSF 5 CR \rightarrow 80 00155 1 0 ... , 80 00155 6 0 ...
	90 336 600	Cyl. \varnothing : 128; KH: 89.6; VT1: -2.3; MT: -32.2; M \varnothing : 70; GL: 141.6; piston pin: 46x105; number of piston rings: 3 FB ₀ , RTK T15 3,5 CR G6 M 3 DSF 5 CR \rightarrow 80 00155 1 0 ... , 80 00155 6 0 ...
	90 337 600	Cyl. \varnothing : 128; KH: 89.4; VT1: -2.3; MT: -32.2; M \varnothing : 70; GL: 141.4; piston pin: 46x105; number of piston rings: 3 FB ₀ , RTK T15 3,5 CR G6 M 3 DSF 5 CR \rightarrow 80 00155 1 0 ... , 80 00155 6 0 ...

cont...



90 482 600



Cyl. Ø: 128; KH: 89.2; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.4; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

90 334 960

Piston: 90334600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 334 961

Piston: 90334600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 334 963

Piston: 90334600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 334 964

Piston: 90334600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 336 960

Piston: 90336600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 336 961

Piston: 90336600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 336 963

Piston: 90336600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 336 964

Piston: 90336600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 337 960

Piston: 90337600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 337 961

Piston: 90337600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 337 963

Piston: 90337600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 337 964

Piston: 90337600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 482 960

Piston: 90482600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 482 961

Piston: 90482600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 482 963

Piston: 90482600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 482 964

Piston: 90482600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // / 3.400 St/A
79 261 610 0,40, 06.1999→

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

cont...

M



87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 160 -- G - S - - - - ; bare



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H



25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-2536 IN/EX; 18/ x 12 x 64 G2
81-2537 IN/EX; 18.2/ x 12 x 64 G2
81-2538 IN/EX; 18.4/ x 12 x 64 G2



50 004 884

EX; 53.1 x 43 x 10; ST; 45°

92-25003 EX; 53.11 x 43 x 9.9; G1; 45°

50 004 882 IN; 61.1 x 48 x 9; ST; 30°

92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

92-25008 IN; 61.11 x 49 x 8.9; G1; 30°

187



128



D 2866 Euro 1

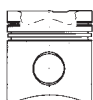
LXFG

D LA 6 11967 cm³ 2V 198-324 kW 269-440 PS € 15:1 155



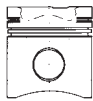
90 583 600

Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3
FBø, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 584 600

Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3
FBø, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 585 600

Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3
FBø, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 583 960

Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 961

Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 963

Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 964

Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 960

Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 961

Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 963

Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 964

Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 960

Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...



TRW
EngineComponents



	90 585 961	Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 585 963	Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	90 585 964	Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
	79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→
	77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→
	87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
	50 003 160	-- G - S - - - -; bare
	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III
	92-25010	EX; 48.1 x 40.1 x 8; G1; 45°
	92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
	92-25009	IN; 48.1 x 38.05 x 8; G1; 30°
	92-25001	IN; 61.11 x 48 x 8.9; G1; 30°
	92-25002	IN; 61.11 x 49 x 8.8; G1; 30°
	92-25008	IN; 61.11 x 49 x 8.9; G1; 30°
	50 006 348	CAM
	7.28260.05.0	EGR Module; pneumatic
	7.22841.08.0	EGR Valve; pneumatic, Non-return valve

M

188		128
	D 2866 Euro 0	LXUH
		1991→
		D LA 6 11967 cm ³ 2V 272 kW 370 PS €15:1 155
	90 583 600	Cyl. Ø: 128; KH: 89.75; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.75; piston pin: 46x105; number of piston rings: 3 FBø, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...

cont...



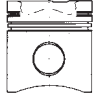
90 584 600



Cyl. Ø: 128; KH: 89.55; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.55; piston pin: 46x105; number of piston rings: 3
FB_o, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



90 585 600



Cyl. Ø: 128; KH: 89.35; VT1: -2.1; MT: -24.4; MØ: 74.2; GL: 141.35; piston pin: 46x105; number of piston rings: 3
FB_o, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 583 960

Piston: 90583600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 961

Piston: 90583600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 963

Piston: 90583600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 583 964

Piston: 90583600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 960

Piston: 90584600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 961

Piston: 90584600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 963

Piston: 90584600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 584 964

Piston: 90584600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 960

Piston: 90585600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 961

Piston: 90585600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 963

Piston: 90585600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 585 964

Piston: 90585600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'., from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40, 06.1999→

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

cont...



TRW
EngineComponents

PIERBURG

PIERBURG
MAN

87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 160 -- G - S - - - - ; bare



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H

25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-2536 IN/EX; 18/ x 12 x 64 G2



92-25003 EX; 53.11 x 43 x 9.9; G1; 45°

81-2537 IN/EX; 18.2/ x 12 x 64 G2

92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

81-2538 IN/EX; 18.4/ x 12 x 64 G2

92-25008 IN; 61.11 x 49 x 8.9; G1; 30°

189

128



D 2866

MK

1985 →

D

LA

6

11967 cm³

2V

235 kW

320 PS

155



78 585 600 PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600 PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604 PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999

78 709 600 PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600 PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600 PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40, 06.1999 →

77 682 600 SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999 →

87 281 690 SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690 SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600 SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604 SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999

87 505 600 SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H

2573 IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III



81-2536 IN/EX; 18/ x 12 x 64 G2

25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III

81-2537 IN/EX; 18.2/ x 12 x 64 G2

2507 IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III

81-2538 IN/EX; 18.4/ x 12 x 64 G2



50 004 884 EX; 53.1 x 43 x 10; ST; 45°

92-25003 EX; 53.11 x 43 x 9.9; G1; 45°

50 004 882 IN; 61.1 x 48 x 9; ST; 30°

92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

190

128



D 2866

OCH, UH 01, UH/205

D

AN

6

11967 cm³

2V

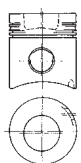
150-180 kW

204-245 PS

155



90 341 600 Cyl. Ø: 128; KH: 89.87; MT: -31.07; MØ: 67; GL: 141.87; piston pin: 46x105; number of piston rings: 3



FBo, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

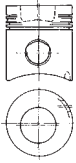
exchangeable only in sets, with splash oil-cooling

cont...

M



90 342 600



Cyl. Ø: 128; KH: 89.67; MT: -31.07; MØ: 67; GL: 141.67; piston pin: 46x105; number of piston rings: 3
RTK, FB_o
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

90 341 960

Piston: 90341600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 961

Piston: 90341600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 963

Piston: 90341600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 964

Piston: 90341600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

191

128



D 2866

OH

1986 →

D

AN

6

11967 cm³

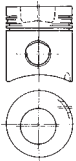
2V

177 kW

241 PS

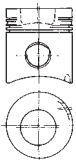
155

90 341 600



Cyl. Ø: 128; KH: 89.87; MT: -31.07; MØ: 67; GL: 141.87; piston pin: 46x105; number of piston rings: 3
FB_o, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**
exchangeable only in sets, with splash oil-cooling

90 342 600



Cyl. Ø: 128; KH: 89.67; MT: -31.07; MØ: 67; GL: 141.67; piston pin: 46x105; number of piston rings: 3
RTK, FB_o
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

90 341 960

Piston: 90341600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 961

Piston: 90341600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 963

Piston: 90341600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 964

Piston: 90341600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

cont...



78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 160 -- G - S - - - - ; bare



25238 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



KK-12H



25237 IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



81-2536 IN/EX; 18/ x 12 x 64 G2
81-2537 IN/EX; 18.2/ x 12 x 64 G2
81-2538 IN/EX; 18.4/ x 12 x 64 G2

50 004 884 EX; 53.1 x 43 x 10; ST; 45°

92-25003 EX; 53.11 x 43 x 9.9; G1; 45°

50 004 882 IN; 61.1 x 48 x 9; ST; 30°

92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

192



128



D 2866

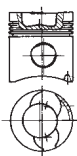
T

01.1987→

D A 6 11967 cm³ 2V 190-250 kW 258-340 PS ξ 15:1 \bar{h} 155

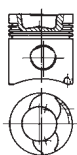


90 334 600



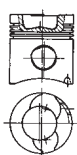
Cyl. Ø: 128; KH: 89.8; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.8; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

90 336 600



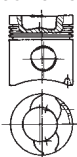
Cyl. Ø: 128; KH: 89.6; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.6; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

90 337 600



Cyl. Ø: 128; KH: 89.4; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.4; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

90 482 600



Cyl. Ø: 128; KH: 89.2; VT1: -2.3; MT: -32.2; MØ: 70; GL: 141.4; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000 Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000 Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]









90 334 960 Piston: 90334600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 334 961 Piston: 90334600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...



90 334 963	Piston: 90334600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
90 334 964	Piston: 90334600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
90 336 960	Piston: 90336600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
90 336 961	Piston: 90336600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
90 336 963	Piston: 90336600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
90 336 964	Piston: 90336600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
90 337 960	Piston: 90337600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
90 337 961	Piston: 90337600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
90 337 963	Piston: 90337600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
90 337 964	Piston: 90337600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
90 482 960	Piston: 90482600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
90 482 961	Piston: 90482600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
90 482 963	Piston: 90482600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
90 482 964	Piston: 90482600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
 89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
 78 585 600	PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00	
78 586 600	PAIR HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00	
78 587 604	PAIR PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999	
78 709 600	PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston \varnothing 90 mm.	
78 901 600	PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!	
79 261 600	PAIR AS STD \varnothing 114.750 / 137.650 / / 3.400 St/A 79 261 610 0,40, 06.1999→	
77 682 600	SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→	
87 281 690	SET PL-B SEMI \varnothing 46.000 / 50.000 / 38.700 / St/B	
87 349 690	SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B	
87 501 600	SET NW-L STD \varnothing 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD \varnothing 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD \varnothing 69.940 / 75.000 / 28.000 / 2.500 St/A	
87 503 604	SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999	
87 505 600	SET PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00	
 25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III	 KK-12H
2573	IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III	 81-2536 IN/EX; 18/ x 12 x 64 G2
25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III	81-2537 IN/EX; 18,2/ x 12 x 64 G2
2507	IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III	81-2538 IN/EX; 18,4/ x 12 x 64 G2
 50 004 884	EX; 53.1 x 43 x 10; ST; 45°	
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°	

cont...



50 004 882 IN; 61.1 x 48 x 9; ST; 30°
92-25002 IN; 61.11 x 49 x 8.8; G1; 30°

193  **128**



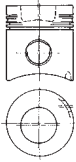
D 2866

U, UE

1984 → 1992 D AN 6 11967 cm³ 2V 160-180 kW 218-245 PS ξ 17,5:1 η 155



90 341 600



Cyl. \varnothing : 128; KH: 89.87; MT: -31.07; M \varnothing : 67; GL: 141.87; piston pin: 46x105; number of piston rings: 3

FBo, RTK

T15 3,5 CR G6

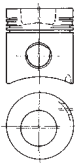
M 3

DSF 5 CR

→ 80 00155 1 0 ..., 80 00155 6 0 ...

exchangeable only in sets, with splash oil-cooling

90 342 600



Cyl. \varnothing : 128; KH: 89.67; MT: -31.07; M \varnothing : 67; GL: 141.67; piston pin: 46x105; number of piston rings: 3

RTK, FBo

T15 3,5 CR G6

M 3

DSF 5 CR

→ 80 00155 1 0 ..., 80 00155 6 0 ...



80 00155 1 0 000

Cyl. \varnothing : 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. \varnothing : 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 341 960

Piston: 90341600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 961

Piston: 90341600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 963

Piston: 90341600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 964

Piston: 90341600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G

78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

78 709 600

PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston \varnothing 90 mm.

78 901 600

PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'. from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 281 690

SET PL-B SEMI \varnothing 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD \varnothing 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD \varnothing 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD \varnothing 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G

87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00

87 505 600

SET PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III

2573

IN; 57 x 12 x 142.5 x S - Cr - 45° - Y - 1 - III

25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III

2507

IN; 58 x 12 x 142.5 x S - Cr - 45° - 1 - III



50 004 884

EX; 53.1 x 43 x 10; ST; 45°

92-25003

EX; 53.11 x 43 x 9.9; G1; 45°

50 004 882

IN; 61.1 x 48 x 9; ST; 30°

92-25002

IN; 61.11 x 49 x 8.8; G1; 30°



KK-12H



81-2536

IN/EX; 18/ x 12 x 64 G2

81-2537

IN/EX; 18.2/ x 12 x 64 G2

81-2538

IN/EX; 18.4/ x 12 x 64 G2



194

128



D 2866

UM

1983 → 1987

D AN 6

11967 cm³

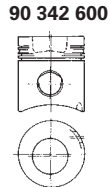
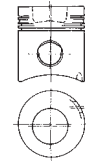
2V

152 kW

207 PS

£ 17,5:1

155



90 341 600

Cyl. Ø: 128; KH: 89.87; MT: -31.07; MØ: 67; GL: 141.87; piston pin: 46x105; number of piston rings: 3

FBo, RTK

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

exchangeable only in sets, with splash oil-cooling

90 342 600

Cyl. Ø: 128; KH: 89.67; MT: -31.07; MØ: 67; GL: 141.67; piston pin: 46x105; number of piston rings: 3

RTK, FBo

T15 3,5 CR G6

M 3

DSF 5 CR

→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



90 341 960

Piston: 90341600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 961

Piston: 90341600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 963

Piston: 90341600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

90 341 964

Piston: 90341600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 003 160

-- G - S - - - - ; bare



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III



25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



50 004 884

EX; 53.1 x 43 x 10; ST; 45°

92-25003

EX; 53.11 x 43 x 9.9; G1; 45°

50 004 882

IN; 61.1 x 48 x 9; ST; 30°

92-25002

IN; 61.11 x 49 x 8.8; G1; 30°



50 005 205



KK-12H



81-2536

IN/EX; 18/ x 12 x 64 G2

81-2537

IN/EX; 18.2/ x 12 x 64 G2

81-2538

IN/EX; 18.4/ x 12 x 64 G2



TRW
EngineComponents



MAN

195		128	
	D 2876 Euro 3	L, LE 101, LE 103, LE 104, LE 105, LE/360, LE/420, LE/460, LE/510, LUE 604, LUH 601, LUH 602	
		D LA 6	4V 265-390 kW 360-530 PS 166
	E 2876 KAT	E 302	
		G LA 6 12816 cm ³	2V 130-140 kW 177-190 PS 166
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00	
	79 237 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1; PL STD Ø 90.000 / 95.000 / 36.200 / 2.479 St/B/S 79 237 610 0,25 / 79 237 620 0,50 , The upper shell is marked with 'SPUTTER'.	
	79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, D 2876 L, D 2876 LE 101, D 2876 LE 103, D 2876 LE 104, D 2876 LE 105, D 2876 LE/360, D 2876 LE/420, D 2876 LE/460, D 2876 LE/510, D 2876 LUE 604, D 2876 LUH 601, D 2876 LUH 602: 06.1999→	
	77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, D 2876 L, D 2876 LE 101, D 2876 LE 103, D 2876 LE 104, D 2876 LE 105, D 2876 LE/360, D 2876 LE/420, D 2876 LE/460, D 2876 LE/510, D 2876 LUE 604, D 2876 LUH 601, D 2876 LUH 602: 06.1999→	
196		128	
	D 2876 Euro 3	LE 402	
		D LA 6 12817 cm ³	4V 412 kW 560 PS 15:1 166
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00	
	79 237 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1; PL STD Ø 90.000 / 95.000 / 36.200 / 2.479 St/B/S 79 237 610 0,25 / 79 237 620 0,50 , The upper shell is marked with 'SPUTTER'.	
	79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→	
	77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→	
	25303	EX; 41 x 9 x 153.6 x RA/S - Cr - 45° - 22 - III	
	25302	IN; 44 x 9 x 153.6 x RA/S - Cr - 30° - 22 - III	
			81-25106 IN/EX; 15.05/ x 9 x 66.5 G2
197		128	
	D 2876 Euro 2	LF 01, LF 08	
		D LA 6	4V 301-338 kW 409-460 PS 17:1 166
	80 00300 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 4] [M 3] [DSF CR 4]	
	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.	
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00	
	79 237 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1; PL STD Ø 90.000 / 95.000 / 36.200 / 2.479 St/B/S 79 237 610 0,25 / 79 237 620 0,50 , The upper shell is marked with 'SPUTTER'.	
	79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→	
	77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→	
	77 812 690	SET PL-B SEMI Ø 50.000 / 54.000 / 38.700 / St/B	
	50 003 163	-- G - S - - - - ; bare	
	25250	EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III	
	25301	EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III	
	25249	IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III	
			81-25106 IN/EX; 15.05/ x 9 x 66.5 G2
	25300	IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III	
			92-25010 EX; 48.1 x 40.1 x 8; G1; 45°
			92-25009 IN; 48.1 x 38.05 x 8; G1; 30°
	50 005 870		
cont...			

M



7.28260.05.0

EGR Module; pneumatic

7.22841.08.0

EGR Valve; pneumatic, Non-return valve

198

128



D 2876 Euro 3

LF 09, LF 14, LF 17

D LA 6 12816 cm³ 4V 338-390 kW 460-530 PS 166



94 846 600



Cyl. Ø: 128; KH: 79.25; VT1: -1.9; MT: -21.74; MØ: 85.9; GL: 134.25; piston pin: 50x107; number of piston rings: 3
RTK, TPL

T15 4 CR G6

M 3

DSF 4 CR

→ 80 00300 1 0 ...



94 847 600



Cyl. Ø: 128; KH: 79.05; VT1: -1.9; MT: -21.74; MØ: 85.9; GL: 134.05; piston pin: 50x107; number of piston rings: 3
RTK, TPL

T15 4 CR G6

M 3

DSF 4 CR

→ 80 00300 1 0 ...



94 848 600



Cyl. Ø: 128; KH: 78.85; VT1: -1.9; MT: -21.74; MØ: 85.9; GL: 133.85; piston pin: 50x107; number of piston rings: 3
RTK, TPL

T15 4 CR G6

M 3

DSF 4 CR

→ 80 00300 1 0 ...



94 849 600



Cyl. Ø: 128; KH: 78.65; VT1: -1.9; MT: -21.74; MØ: 85.9; GL: 133.65; piston pin: 50x107; number of piston rings: 3
RTK, TPL

T15 4 CR G6

M 3

DSF 4 CR

→ 80 00300 1 0 ...



M



80 00300 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 4] [M 3] [DSF CR 4]



94 846 960

Piston: 94846600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 846 961

Piston: 94846600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 846 963

Piston: 94846600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 846 964

Piston: 94846600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 847 960

Piston: 94847600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 847 961

Piston: 94847600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 847 963

Piston: 94847600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 847 964

Piston: 94847600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 848 960

Piston: 94848600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 848 961

Piston: 94848600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 848 963

Piston: 94848600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 848 964

Piston: 94848600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 849 960

Piston: 94849600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 849 961


























Piston: 94849600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 849 963

Piston: 94849600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.


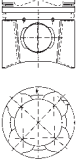
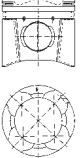
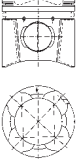
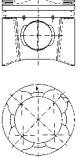
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94 849 964	Piston: 94849600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.											
 89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.											
89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.											
89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.											
89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.											
 78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00											
79 237 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1; PL STD Ø 90.000 / 95.000 / 36.200 / 2.479 St/B/S 79 237 610 0,25 / 79 237 620 0,50, The upper shell is marked with 'SPUTTER'.											
79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→											
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→											
77 812 690	SET PL-B SEMI Ø 50.000 / 54.000 / 38.700 / St/B											
 50 003 163	-- G - S - - - -; bare											
 25250	EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III	<table border="1"> <tr> <td> MK-9H</td> <td></td> </tr> <tr> <td> RK-9H</td> <td></td> </tr> <tr> <td> 81-25106</td> <td>IN/EX; 15.05/ x 9 x 66.5 G2</td> </tr> <tr> <td> 92-25010</td> <td>EX; 48.1 x 40.1 x 8; G1; 45°</td> </tr> <tr> <td> 92-25009</td> <td>IN; 48.1 x 38.05 x 8; G1; 30°</td> </tr> </table>	 MK-9H		 RK-9H		 81-25106	IN/EX; 15.05/ x 9 x 66.5 G2	 92-25010	EX; 48.1 x 40.1 x 8; G1; 45°	 92-25009	IN; 48.1 x 38.05 x 8; G1; 30°
 MK-9H												
 RK-9H												
 81-25106	IN/EX; 15.05/ x 9 x 66.5 G2											
 92-25010	EX; 48.1 x 40.1 x 8; G1; 45°											
 92-25009	IN; 48.1 x 38.05 x 8; G1; 30°											
 25301	EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III											
 25249	IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III											
 25300	IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III											
 50 005 870												
 7.28260.05.0	EGR Module; pneumatic											
 7.22841.08.0	EGR Valve; pneumatic, Non-return valve											


199  **128**
 **D 2876 Euro 3** **LF 10** **D LA 6 12816 cm³ 4V 338 kW 460 PS €17:1 166**






 94 846 600		Cyl. Ø: 128; KH: 79.25; VT1: -1.9; MT: -21.74; MØ: 85.9; GL: 134.25; piston pin: 50x107; number of piston rings: 3 RTK, TPL T15 4 CR G6 M 3 DSF 4 CR → 80 00300 1 0 ...
94 847 600		Cyl. Ø: 128; KH: 79.05; VT1: -1.9; MT: -21.74; MØ: 85.9; GL: 134.05; piston pin: 50x107; number of piston rings: 3 RTK, TPL T15 4 CR G6 M 3 DSF 4 CR → 80 00300 1 0 ...
94 848 600		Cyl. Ø: 128; KH: 78.85; VT1: -1.9; MT: -21.74; MØ: 85.9; GL: 133.85; piston pin: 50x107; number of piston rings: 3 RTK, TPL T15 4 CR G6 M 3 DSF 4 CR → 80 00300 1 0 ...
94 849 600		Cyl. Ø: 128; KH: 78.65; VT1: -1.9; MT: -21.74; MØ: 85.9; GL: 133.65; piston pin: 50x107; number of piston rings: 3 RTK, TPL T15 4 CR G6 M 3 DSF 4 CR → 80 00300 1 0 ...





 **80 00300 1 0 000** Cyl. Ø: 128; Set: 1; [T15 G6 CR 4] [M 3] [DSF CR 4]
cont...



	94 846 960	Piston: 94846600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 846 961	Piston: 94846600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 846 963	Piston: 94846600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 846 964	Piston: 94846600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 847 960	Piston: 94847600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 847 961	Piston: 94847600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 847 963	Piston: 94847600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 847 964	Piston: 94847600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 848 960	Piston: 94848600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 848 961	Piston: 94848600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 848 963	Piston: 94848600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 848 964	Piston: 94848600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 849 960	Piston: 94849600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 849 961	Piston: 94849600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 849 963	Piston: 94849600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 849 964	Piston: 94849600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

M

	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	79 237 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1; PL STD Ø 90.000 / 95.000 / 36.200 / 2.479 St/B/S 79 237 610 0,25 / 79 237 620 0,50 , The upper shell is marked with 'SPUTTER'.
	79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→
	77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→
	77 812 690	SET PL-B SEMI Ø 50.000 / 54.000 / 38.700 / St/B
	50 003 163	-- G - S - - - - ; bare

	25250	EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III		MK-9H	
	25301	EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III		RK-9H	
	25249	IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III		81-25106	IN/EX; 15.05/ x 9 x 66.5 G2
	25300	IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III		92-25010	EX; 48.1 x 40.1 x 8; G1; 45°
				92-25009	IN; 48.1 x 38.05 x 8; G1; 30°

	50 005 870	
	7.28260.05.0	EGR Module; pneumatic

200		128									
	D 2876 Euro 2	LF 11									
			D	LA	6	12816 cm ³	4V	338 kW	460 PS	£ 17:1	 166

	80 00300 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 4] [M 3] [DSF CR 4]
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cont...



	89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	79 237 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1; PL STD Ø 90.000 / 95.000 / 36.200 / 2.479 St/B/S 79 237 610 0,25 / 79 237 620 0,50 , The upper shell is marked with 'SPUTTER'.
	79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→
	77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→
	50 003 163	-- G - S - - - - -; bare
	25250	EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III
	25301	EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III
	25249	IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III
	25300	IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III
	50 005 870	
	7.28260.05.0	EGR Module; pneumatic
	7.22841.08.0	EGR Valve; pneumatic, Non-return valve

201		128
	D 2876 Euro 3	LF 20
		D LA 6 12816 cm ³ 4V ε 17:1 166
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	79 237 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1; PL STD Ø 90.000 / 95.000 / 36.200 / 2.479 St/B/S 79 237 610 0,25 / 79 237 620 0,50 , The upper shell is marked with 'SPUTTER'.
	79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→
	77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→
	50 003 163	-- G - S - - - - -; bare
	25250	EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III
	25301	EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III
	25249	IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III
	25300	IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III
	50 005 870	
	7.28260.05.0	EGR Module; pneumatic
	7.22841.08.0	EGR Valve; pneumatic, Non-return valve

202		128
	D 2876 Euro 3	LF 21, LF 22, LF 24
		D LA 6 12816 cm ³ 4V ε 17:1 166
	50 003 163	-- G - S - - - - -; bare
	25250	EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III
	25301	EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III
	25249	IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III
	25300	IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III
	50 005 870	



203

128

D 2876 Euro 3

LFG 01

01.2002→

D LA 6 12816 cm³ 4V

166



78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

79 237 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1; PL STD Ø 90.000 / 95.000 / 36.200 / 2.479 St/B/S

79 237 610 0,25 / 79 237 620 0,50, The upper shell is marked with 'SPUTTER'.

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A

79 261 610 0,40

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00

77 812 690

SET PL-B SEMI Ø 50.000 / 54.000 / 38.700 / St/B



50 003 163

-- G - S - - - - ; bare



25250

EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III

25301

EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III

25249

IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III

25300

IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III



MK-9H

RK-9H



81-25106

IN/EX; 15.05/ x 9 x 66.5 G2



92-25010

EX; 48.1 x 40.1 x 8; G1; 45°

92-25009

IN; 48.1 x 38.05 x 8; G1; 30°



7.28260.05.0

EGR Module; pneumatic

7.22841.08.0

EGR Valve; pneumatic, Non-return valve

204

128

D 2876 Euro 2

LOH 01

01.1995→

D LA 6 12816 cm³ 2V 338 kW 460 PS

166



78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00, →05.1999

79 237 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1; PL STD Ø 90.000 / 95.000 / 36.200 / 2.479 St/B/S

79 237 610 0,25 / 79 237 620 0,50, The upper shell is marked with 'SPUTTER'.

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A

79 261 610 0,40, 06.1999→

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

77 812 690

SET PL-B SEMI Ø 50.000 / 54.000 / 38.700 / St/B

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999



50 003 162

-- G - S - - - - ; bare



50 003 462

- V - G - S - - - - ; partially assembled



25238

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III

25237

IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III



92-25003

EX; 53.11 x 43 x 9.9; G1; 45°

92-25008

IN; 61.11 x 49 x 8.9; G1; 30°



KK-12H



81-25102

EX; 18/ x 12.02 x 56 G2

81-25107

EX; 18.2/ x 12.02 x 56 G2

81-25101

IN; 18/ x 12.02 x 59.5 G2

81-25108

IN; 18.2/ x 12.02 x 59.5 G2

81-2536

IN/EX; 18/ x 12 x 64 G2

81-2537

IN/EX; 18.2/ x 12 x 64 G2

81-2538

IN/EX; 18.4/ x 12 x 64 G2



50 005 870

205

128

D 2876 Euro 3

LOH 02

D LA 6 12816 cm³ 2V 338 kW 460 PS

£ 17:1 166



94 846 600

Cyl. Ø: 128; KH: 79.25; VT1: -1.9; MT: -21.74; MØ: 85.9; GL: 134.25; piston pin: 50x107; number of piston rings: 3



RTK, TPL

T15 4 CR G6

M 3

DSF 4 CR

→ **80 00300 1 0 ...**



cont...



94 847 600



Cyl. Ø: 128; KH: 79.05; VT1: -1.9; MT: -21.74; MØ: 85.9; GL: 134.05; piston pin: 50x107; number of piston rings: 3
RTK, TPL
T15 4 CR G6
M 3
DSF 4 CR
→ **80 00300 1 0 ...**

94 848 600



Cyl. Ø: 128; KH: 78.85; VT1: -1.9; MT: -21.74; MØ: 85.9; GL: 133.85; piston pin: 50x107; number of piston rings: 3
RTK, TPL
T15 4 CR G6
M 3
DSF 4 CR
→ **80 00300 1 0 ...**

94 849 600



Cyl. Ø: 128; KH: 78.65; VT1: -1.9; MT: -21.74; MØ: 85.9; GL: 133.65; piston pin: 50x107; number of piston rings: 3
RTK, TPL
T15 4 CR G6
M 3
DSF 4 CR
→ **80 00300 1 0 ...**

80 00300 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 4] [M 3] [DSF CR 4]



94 846 960

Piston: 94846600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 846 961

Piston: 94846600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 846 963

Piston: 94846600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 846 964

Piston: 94846600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 847 960

Piston: 94847600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 847 961

Piston: 94847600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 847 963

Piston: 94847600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 847 964

Piston: 94847600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 848 960

Piston: 94848600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 848 961

Piston: 94848600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 848 963

Piston: 94848600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 848 964

Piston: 94848600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 849 960

Piston: 94849600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 849 961

Piston: 94849600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 849 963

Piston: 94849600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 849 964

Piston: 94849600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...

M






TRW
EngineComponents




PIERBURG




MAN













	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	79 237 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1; PL STD Ø 90.000 / 95.000 / 36.200 / 2.479 St/B/S 79 237 610 0,25 / 79 237 620 0,50, The upper shell is marked with 'SPUTTER'.
	79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→
	77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

	50 003 163	-- G - S - - - - ; bare
	25250	EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III
	25301	EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III
	25249	IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III
	25300	IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III
	50 005 870	


	MK-9H	
	RK-9H	
	81-25106	IN/EX; 15.05/ x 9 x 66.5 G2
	92-25010	EX; 48.1 x 40.1 x 8; G1; 45°
	92-25009	IN; 48.1 x 38.05 x 8; G1; 30°

	7.22841.08.0	EGR Valve; pneumatic, Non-return valve
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206  **128**
D 2876 Euro 3 **LOH 04**
2006→ D LA 6 12816 cm³ 2V 301 kW 409 PS € 17:1 H 166

	94 846 600	Cyl. Ø: 128; KH: 79.25; VT1: -1.9; MT: -21.74; MØ: 85.9; GL: 134.25; piston pin: 50x107; number of piston rings: 3 RTK, TPL T15 4 CR G6 M 3 DSF 4 CR → 80 00300 1 0 ...
		
		
	94 847 600	Cyl. Ø: 128; KH: 79.05; VT1: -1.9; MT: -21.74; MØ: 85.9; GL: 134.05; piston pin: 50x107; number of piston rings: 3 RTK, TPL T15 4 CR G6 M 3 DSF 4 CR → 80 00300 1 0 ...
		
		
	94 848 600	Cyl. Ø: 128; KH: 78.85; VT1: -1.9; MT: -21.74; MØ: 85.9; GL: 133.85; piston pin: 50x107; number of piston rings: 3 RTK, TPL T15 4 CR G6 M 3 DSF 4 CR → 80 00300 1 0 ...
		
		
	94 849 600	Cyl. Ø: 128; KH: 78.65; VT1: -1.9; MT: -21.74; MØ: 85.9; GL: 133.65; piston pin: 50x107; number of piston rings: 3 RTK, TPL T15 4 CR G6 M 3 DSF 4 CR → 80 00300 1 0 ...
		
		

	80 00300 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 4] [M 3] [DSF CR 4]
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	94 846 960	Piston: 94846600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 846 961	Piston: 94846600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 846 963	Piston: 94846600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 846 964	Piston: 94846600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 847 960	Piston: 94847600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
	94 847 961	Piston: 94847600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...



TRW
EngineComponents



MAN

- 94 847 963** Piston: 94847600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 94 847 964** Piston: 94847600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 94 848 960** Piston: 94848600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 94 848 961** Piston: 94848600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 94 848 963** Piston: 94848600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 94 848 964** Piston: 94848600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 94 849 960** Piston: 94849600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 94 849 961** Piston: 94849600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 94 849 963** Piston: 94849600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 94 849 964** Piston: 94849600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



- 89 186 110** N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 89 518 110** N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 89 324 110** N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
- 89 534 110** N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.



50 003 163 -- G - S - - - -; bare



- 25250** EX; 46 x 9 x 153.7 x RA/S - Cr - 45° - 1 - III
- 25301** EX; 46 x 9 x 153.8 x RA/S - Cr - 45° - 22 - III
- 25249** IN; 46 x 9 x 153.7 x RA/S - Cr - 30° - 1 - III
- 25300** IN; 46 x 9 x 153.8 x RA/S - Cr - 30° - 22 - III



MK-9H
RK-9H



81-25106 IN/EX; 15.05/ x 9 x 66.5 G2



92-25010 EX; 48.1 x 40.1 x 8; G1; 45°
92-25009 IN; 48.1 x 38.05 x 8; G1; 30°

M



50 005 870
7.22841.08.0 EGR Valve; pneumatic, Non-return valve



207 **128**
D 2876 Euro 3

LOH 20

D LA 6 12816 cm³ 4V 353 kW 480 PS ϵ 18:1



99 697 600 Cyl. Ø: 128; KH: 79.25; VT1: -1.9; MT: -23.75; MØ: 76.16; GL: 134.25; piston pin: 52x103; number of piston rings: 3
RTK, TPL, KKK
T15 4 CR G6
M 3
DSF 4 CR
→ **80 00300 1 0 ...**



99 702 600 Cyl. Ø: 128; KH: 79.05; VT1: -1.9; MT: -23.75; MØ: 76.16; GL: 134.05; piston pin: 52x103; number of piston rings: 3
RTK, TPL, KKK
T15 4 CR G6
M 3
DSF 4 CR
→ **80 00300 1 0 ...**



cont...



99 703 600



Cyl. Ø: 128; KH: 78.85; VT1: -1.9; MT: -23.75; MØ: 76.16; GL: 133.85; piston pin: 52x103; number of piston rings: 3
RTK, TPL, KKK
T15 4 CR G6
M 3
DSF 4 CR
→ **80 00300 1 0 ...**

99 704 600



Cyl. Ø: 128; KH: 78.65; VT1: -1.9; MT: -23.75; MØ: 76.16; GL: 133.65; piston pin: 52x103; number of piston rings: 3
RTK, TPL, KKK
T15 4 CR G6
M 3
DSF 4 CR

80 00300 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 4] [M 3] [DSF CR 4]

99 697 960

Piston: 99697600; Cylinder liner: 89595110

99 702 960

Piston: 99702600; Cylinder liner: 89595110

99 703 960

Piston: 99703600; Cylinder liner: 89595110

99 704 960

Piston: 99704600; Cylinder liner: 89595110

89 595 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=268 H=8.07

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

79 237 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1; PL STD Ø 90.000 / 95.000 / 36.200 / 2.479 St/B/S
79 237 610 0,25 / 79 237 620 0,50, The upper shell is marked with 'SPUTTER'.

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40, 06.1999→

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

77 812 690

SET PL-B SEMI Ø 50.000 / 54.000 / 38.700 / St/B

25303

EX; 41 x 9 x 153.6 x RA/S - Cr - 45° - 22 - III



MK-9H

25302

IN; 44 x 9 x 153.6 x RA/S - Cr - 30° - 22 - III



81-25106

IN/EX; 15.05/ x 9 x 66.5 G2

50 005 870

7.28260.05.0

EGR Module; pneumatic

208

128



D 2876 Euro 3

LUE 605

2004→

D LA 6 12816 cm³ 4V 398 kW 541 PS 166

E 2876 KAT

TE 302

G LA 6 12816 cm³ 2V 130 kW 177 PS 166

89 186 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 518 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 324 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

89 534 110

N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

79 237 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1; PL STD Ø 90.000 / 95.000 / 36.200 / 2.479 St/B/S
79 237 610 0,25 / 79 237 620 0,50, The upper shell is marked with 'SPUTTER'.

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00



209



128



D 2876 Euro 2

LUH 01, LUH 02, LUH 03

D LA 6 12816 cm³ 2V 294-338 kW 400-460 PS

166



94 394 600



Cyl. Ø: 128; KH: 79.25; VT1: -2.3; MT: -23.1; MØ: 80; GL: 134.25; piston pin: 50x107; number of piston rings: 3
RTK, TPL
T15 4 CR G6
M 3
DSF 4 CR
→ **80 00300 1 0 ...**



94 395 600



Cyl. Ø: 128; KH: 79.05; VT1: -2.3; MT: -23.1; MØ: 80; GL: 134.05; piston pin: 50x107; number of piston rings: 3
RTK
T15 4 CR G6
M 3
DSF 4 CR
→ **80 00300 1 0 ...**



94 396 600



Cyl. Ø: 128; KH: 78.85; VT1: -2.3; MT: -23.1; MØ: 80; GL: 133.85; piston pin: 50x107; number of piston rings: 3
RTK
T15 4 CR G6
M 3
DSF 4 CR
→ **80 00300 1 0 ...**



94 397 600



Cyl. Ø: 128; KH: 78.65; VT1: -2.3; MT: -23.1; MØ: 80; GL: 133.65; piston pin: 50x107; number of piston rings: 3
RTK
T15 4 CR G6
M 3
DSF 4 CR
→ **80 00300 1 0 ...**



80 00300 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 4] [M 3] [DSF CR 4]



94 394 960

Piston: 94394600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 394 961

Piston: 94394600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 394 963

Piston: 94394600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 394 964

Piston: 94394600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 395 960

Piston: 94395600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 395 961

Piston: 94395600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 395 963

Piston: 94395600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 395 964

Piston: 94395600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 396 960

Piston: 94396600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 396 961

Piston: 94396600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 396 963

Piston: 94396600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 396 964

Piston: 94396600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 397 960

Piston: 94397600; Cylinder liner: 89186110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

94 397 961

Piston: 94397600; Cylinder liner: 89324110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.

cont...





94 397 963	Piston: 94397600; Cylinder liner: 89518110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
94 397 964	Piston: 94397600; Cylinder liner: 89534110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 186 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 518 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 324 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
89 534 110	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
79 237 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1; PL STD Ø 90.000 / 95.000 / 36.200 / 2.479 St/B/S 79 237 610 0,25 / 79 237 620 0,50 , The upper shell is marked with 'SPUTTER'.
79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→
77 812 690	SET PL-B SEMI Ø 50.000 / 54.000 / 38.700 / St/B
25309	EX; 51 x 12 x 142.5 x l/S - Cr - 45° - 23 - III
25308	IN; 58 x 12 x 142.5 x l/S - Cr - 30° - 23 - III
92-25003	EX; 53.11 x 43 x 9.9; G1; 45°
92-25008	IN; 61.11 x 49 x 8.9; G1; 30°
50 005 870	
	MK-12H
	81-25102 EX; 18/ x 12.02 x 56 G2
	81-25107 EX; 18.2/ x 12.02 x 56 G2
	81-25101 IN; 18/ x 12.02 x 59.5 G2
	81-25108 IN; 18.2/ x 12.02 x 59.5 G2

M

210	128
D 2876 Euro 3	LUH 605
	D LA 6 12816 cm ³ 4V 338 kW 460 PS 166
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
79 237 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1; PL STD Ø 90.000 / 95.000 / 36.200 / 2.479 St/B/S 79 237 610 0,25 / 79 237 620 0,50 , The upper shell is marked with 'SPUTTER'.
79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→
77 812 690	SET PL-B SEMI Ø 50.000 / 54.000 / 38.700 / St/B

211	128
E 2842	DE, DN
	G A 12 21930 cm ³ 2V 142 12,5:1
94 943 600	Cyl. Ø: 128; KH: 80.7; MT: -22; MØ: 96; GL: 130; piston pin: 46x105; number of piston rings: 3 FBo, RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...
80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
94 943 960	Piston: 94943600; Cylinder liner: 89092120
89 092 120	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1
78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.

cont...



- 78 897 600** PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER', from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
- 87 346 690** SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
- 87 366 690** SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 366 694 SEMI / 87 366 600 STD
- 87 397 604** SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00

212



128



E 2842

E, LE

G A 12 21930 cm³ 2V 143 kW 194 PS 142



94 942 600



Cyl. Ø: 128; KH: 80.7; MT: -29.5; MØ: 96; GL: 130; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**

94 943 600



Cyl. Ø: 128; KH: 80.7; MT: -22; MØ: 96; GL: 130; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



94 942 960

Piston: 94942600; Cylinder liner: 89092120

94 943 960

Piston: 94943600; Cylinder liner: 89092120



89 092 120

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER', from 420 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

87 346 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 366 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 366 694 SEMI / 87 366 600 STD

87 397 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00



25311

EX; 51 x 12 x 142.5 x l/S - Cr - 30° - VS - 1 - III

25310

IN; 58 x 12 x 142.5 x l/S - Cr - 30° - VS - 1 - III



KK-12H



81-25103

EX; 18/ x 12 x 70 G2, The length of the hydraulic fluid groove varies depending on the cylinder head! 81-25103 has a short hydraulic fluid groove.
Which version is present can only be determined if the valve guide is dismantled!
Identification is not possible according to the engine number.

81-25102

EX; 18/ x 12.02 x 56 G2

81-25107

EX; 18.2/ x 12.02 x 56 G2

81-25101

IN; 18/ x 12.02 x 59.5 G2

81-25108

IN; 18.2/ x 12.02 x 59.5 G2

81-2536

IN/EX; 18/ x 12 x 64 G2

81-2537

IN/EX; 18.2/ x 12 x 64 G2

81-2538

IN/EX; 18.4/ x 12 x 64 G2



92-25004

EX; 53.1 x 43 x 7.45; G2; 30°

92-25005

IN; 61.11 x 49 x 6.8; G2; 30°



213		128										
	E 2842	E 312										
			G	AN	12	21930 cm ³	2V	250 kW	340 PS	£ 12,5:1		142
	E 2842	LE 312										
			G	LA	12	21930 cm ³	2V	360-400 kW	489-544 PS	£ 11/12:1		142
	40 208 600	Cyl. Ø: 128; KH: 80.7; MT: -28.2; MØ: 94; GL: 129.7; piston pin: 46x105; number of piston rings: 3 RTK T15 3,5 CR G6 M 3 DSF 5 CR → 80 00155 1 0 ... , 80 00155 6 0 ...										
	80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]										
	80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]										
	40 208 960	Piston: 40208600; Cylinder liner: 89092120										
	89 092 120	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.05+1										

214		128														
	E 2866	DF														
			G	AN	6	11967 cm ³	2V	122-344 kW	166-468 PS			155				
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00														
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00														
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.														
	78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!														
	79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40 , 06.1999→														
	77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00 , 06.1999→														
	87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B														
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B														
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A														
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00														
	25311	EX; 51 x 12 x 142.5 x I/S - Cr - 30° - VS - 1 - III											KK-12H			
	25310	IN; 58 x 12 x 142.5 x I/S - Cr - 30° - VS - 1 - III											81-25102	EX; 18/ x 12.02 x 56 G2		
	92-25004	EX; 53.1 x 43 x 7.45; G2; 30°											81-25107	EX; 18.2/ x 12.02 x 56 G2		
	92-25005	IN; 61.11 x 49 x 6.8; G2; 30°											81-25101	IN; 18/ x 12.02 x 59.5 G2		
														81-25108	IN; 18.2/ x 12.02 x 59.5 G2	
															81-2536	IN/EX; 18/ x 12 x 64 G2
															81-2537	IN/EX; 18.2/ x 12 x 64 G2
															81-2538	IN/EX; 18.4/ x 12 x 64 G2

215		128										
	E 2866 Euro 2	DF 01										
		01.1994 →	G	AN	6	11967 cm ³	2V	170 kW	231 PS	£ 12:1		155
	E 2866	DUH 03										
		03.1994 →	G	AN	6	11967 cm ³	2V	180 kW	245 PS	£ 11:1		155
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00										
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00										
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00 , →05.1999										
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.										

cont...



78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00, →05.1999
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



25311 EX; 51 x 12 x 142.5 x I/S - Cr - 30° - VS - 1 - III



KK-12H

25310 IN; 58 x 12 x 142.5 x I/S - Cr - 30° - VS - 1 - III



81-25102 EX; 18/ x 12.02 x 56 G2



92-25004 EX; 53.1 x 43 x 7.45; G2; 30°

81-25107 EX; 18.2/ x 12.02 x 56 G2

92-25005 IN; 61.11 x 49 x 6.8; G2; 30°

81-25101 IN; 18/ x 12.02 x 59.5 G2

81-25108 IN; 18.2/ x 12.02 x 59.5 G2

81-2536 IN/EX; 18/ x 12 x 64 G2

81-2537 IN/EX; 18.2/ x 12 x 64 G2

81-2538 IN/EX; 18.4/ x 12 x 64 G2



50 005 870

216



128



E 2866 Euro 2

DOH 01

G AN 6 11967 cm³ 4V 177 kW 241 PS € 11:1 155

G 2866 Euro 2

DUH 02

GF AN 6 11967 cm³ 2V 177 kW 240 PS 155



78 585 600 PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600 PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 709 600 PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600 PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER', from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600 PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40, 06.1999→

77 682 600 SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

87 281 690 SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690 SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600 SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 505 600 SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



25311 EX; 51 x 12 x 142.5 x I/S - Cr - 30° - VS - 1 - III



KK-12H

25310 IN; 58 x 12 x 142.5 x I/S - Cr - 30° - VS - 1 - III



81-25102 EX; 18/ x 12.02 x 56 G2



92-25004 EX; 53.1 x 43 x 7.45; G2; 30°

81-25107 EX; 18.2/ x 12.02 x 56 G2

92-25005 IN; 61.11 x 49 x 6.8; G2; 30°

81-25101 IN; 18/ x 12.02 x 59.5 G2

81-25108 IN; 18.2/ x 12.02 x 59.5 G2

81-2536 IN/EX; 18/ x 12 x 64 G2

81-2537 IN/EX; 18.2/ x 12 x 64 G2

81-2538 IN/EX; 18.4/ x 12 x 64 G2



50 005 870

M



217



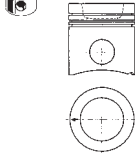
128

E 2866

E

G AN 6 11967 cm³ 2V 114 kW 155 PS £12,5:1 155

99 548 600



Cyl. Ø: 128; KH: 89.2; MT: -23; MØ: 99; GL: 141.2; piston pin: 46x105; number of piston rings: 3
RTK, FBo
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



99 548 960

Piston: 99548600; Cylinder liner: 89186120



89 186 120

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'., from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!

79 261 600

PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40, 06.1999→

77 682 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



25311

EX; 51 x 12 x 142.5 x I/S - Cr - 30° - VS - 1 - III



KK-12H

25310

IN; 58 x 12 x 142.5 x I/S - Cr - 30° - VS - 1 - III



81-25102

EX; 18/ x 12.02 x 56 G2



92-25004

EX; 53.1 x 43 x 7.45; G2; 30°

81-25107

EX; 18.2/ x 12.02 x 56 G2

92-25005

IN; 61.11 x 49 x 6.8; G2; 30°

81-25101

IN; 18/ x 12.02 x 59.5 G2

81-25108

IN; 18.2/ x 12.02 x 59.5 G2

81-2536

IN/EX; 18/ x 12 x 64 G2

81-2537

IN/EX; 18.2/ x 12 x 64 G2

81-2538

IN/EX; 18.4/ x 12 x 64 G2

218



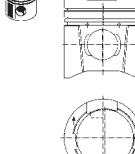
128

E 2876 KAT

LE 302

G LA 6 12816 cm³ 2V 210 kW 286 PS £11:1 166

40 207 600



Cyl. Ø: 128; KH: 78.65; MT: -25.3; MØ: 105.8; GL: 133.65; piston pin: 50x107; number of piston rings: 3
RTK, TPL
T15 3,5 CR G6
M 3
DSF 5 CR
→ **80 00155 1 0 ...**, **80 00155 6 0 ...**



80 00155 1 0 000

Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]

80 00155 6 0 000

Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]



40 207 960

Piston: 40207600; Cylinder liner: 89186120

40 207 961

Piston: 40207600; Cylinder liner: 89324120

40 207 963

Piston: 40207600; Cylinder liner: 89518120

40 207 964

Piston: 40207600; Cylinder liner: 89534120



89 186 120

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1

89 518 120

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1

89 324 120

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1

cont...



89 534 120	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
79 237 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1; PL STD Ø 90.000 / 95.000 / 36.200 / 2.479 St/B/S 79 237 610 0,25 / 79 237 620 0,50, The upper shell is marked with 'SPUTTER'.
79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00

219 **128**
G 2866 **DUH**
GF AN 6 11967 cm³ 2V 122-344 kW 166-468 PS €9,5:1 155

94 941 600	Cyl. Ø: 128; KH: 86; MT: -20; MØ: 96; GL: 138; piston pin: 46x105; number of piston rings: 3 FBo, RTK R 3,5 CR G6 NM 3 DSF 5 CR → 80 00155 1 0 ..., 80 00155 6 0 ...
80 00155 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
80 00155 6 0 000	Cyl. Ø: 128; Set: 6; [T15 G6 CR 3.5] [M 3] [DSF CR 5]
94 941 960	Piston: 94941600; Cylinder liner: 89186120
94 941 961	Piston: 94941600; Cylinder liner: 89324120
94 941 963	Piston: 94941600; Cylinder liner: 89518120
94 941 964	Piston: 94941600; Cylinder liner: 89534120
89 186 120	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.07+1
89 518 120	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.27+1
89 324 120	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=10.57+1
89 534 120	N - Wet cylinder liner; finished; A=145 C=154.3 L=270 H+F=10.07+1
78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'. from 250 kW → / Gas and marine engines must be equipped with 'SPUTTER' connecting rod bearings!
79 261 600	PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A 79 261 610 0,40, 06.1999→
77 682 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 77 682 605 0,10 / 77 682 610 0,25 / 77 682 620 0,50 / 77 682 630 0,75 / 77 682 640 1,00, 06.1999→
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

25311	EX; 51 x 12 x 142.5 x I/S - Cr - 30° - VS - 1 - III	KK-12H
25310	IN; 58 x 12 x 142.5 x I/S - Cr - 30° - VS - 1 - III	81-25102 EX; 18/ x 12.02 x 56 G2
92-25004	EX; 53.1 x 43 x 7.45; G2; 30°	81-25107 EX; 18.2/ x 12.02 x 56 G2
92-25005	IN; 61.11 x 49 x 6.8; G2; 30°	81-25101 IN; 18/ x 12.02 x 59.5 G2
		81-25108 IN; 18.2/ x 12.02 x 59.5 G2
		81-2536 IN/EX; 18/ x 12 x 64 G2
		81-2537 IN/EX; 18.2/ x 12 x 64 G2
		81-2538 IN/EX; 18.4/ x 12 x 64 G2





220 **128**
G 2876 KAT **DUH 01, DUH 02**
GF AN 6 12816 cm³ 2V 200 kW 272 PS €10:1 166

78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
79 237 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1; PL STD Ø 90.000 / 95.000 / 36.200 / 2.479 St/B/S 79 237 610 0,25 / 79 237 620 0,50, The upper shell is marked with 'SPUTTER'.




cont...



79 261 600 PAIR AS STD Ø 114.750 / 137.650 // 3.400 St/A
79 261 610 0,40, 06.1999→
77 682 600 SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
77 682 605 0,10 / **77 682 610** 0,25 / **77 682 620** 0,50 / **77 682 630** 0,75 / **77 682 640** 1,00, 06.1999→
77 812 690 SET PL-B SEMI Ø 50.000 / 54.000 / 38.700 / St/B

	25311	EX; 51 x 12 x 142.5 x l/S - Cr - 30° - VS - 1 - III		KK-12H
	25310	IN; 58 x 12 x 142.5 x l/S - Cr - 30° - VS - 1 - III		81-25102 EX; 18/ x 12.02 x 56 G2
	92-25004	EX; 53.1 x 43 x 7.45; G2; 30°		81-25107 EX; 18.2/ x 12.02 x 56 G2
	92-25005	IN; 61.11 x 49 x 6.8; G2; 30°		81-25101 IN; 18/ x 12.02 x 59.5 G2
				81-25108 IN; 18.2/ x 12.02 x 59.5 G2
				81-2536 IN/EX; 18/ x 12 x 64 G2
				81-2537 IN/EX; 18.2/ x 12 x 64 G2
				81-2538 IN/EX; 18.4/ x 12 x 64 G2

 **50 005 870**




221		128						
	H 2876 KAT	UH 01						
			G	AN	6	12816 cm ³	2V	£ 10:1
	50 005 870							166



TRW
EngineComponents



MASSEY-FERGUSON

		Cyl.	 mm	cm ³		Comp. Ratio ϵ	kW	PS	Pos
									Pos
A 3.144		D (AN) 3	88,925 x 126,9	2365	2	16,5:1	22-28	30-38	2
A 3.152		D (AN) 3	91,48 x 126,9	2503	2	17,4:1	27-35	37-48	5
A 4.192		D (AN) 4	88,925 x 126,8	3150	2	16,5:1	36-40	50-55	3
A 4.203		D (AN) 4	91,48 x 126,9	3335	2	17,4:1	43	58	5
A 4.212		D (AN) 4	98,48 x 114	3475	2	15,1:1	44	60	13
A 4.236		D (AN) 4	98,48 x 126,8	3864	2	16:1	37-65	50-89	14
A 6.305		D (AN) 6	91,48 x 126,9	5003	2	17,4:1	55	75	6
A 6.354.1		D (A) 6	98,48 x 126,8	5794	2	16:1	71-82	97-112	15
A 6.354.2		D (A) 6	98,48 x 126,8	5794	2	16:1	74	100	16
A 6.354.4		D (A) 6	98,48 x 126,8	5794	2	16:1	67-87	91-118	16
A 6.354.4		D (A) 6	98,48 x 126,8	5794	2	16:1	67-87	91-118	16
AD 3.152		D (AN) 3	91,48 x 126,3	2490	2	17,4:1	28-42	38-57	7
AD 4.203		D (AN) 4	91,48 x 126,9	3335	2	19:1	40-43	55-59	7
AD 4.236		D (AN) 4	98,48 x 126,8	3864	2	16:1	48-60	59-80	17
AT 4.236		D (A) 4	98,48 x 126,8	3864	2	15,25:1	66-68	90-93	18
AT 6.354.4		D (A) 6	98,48 x 126,8	5794	2	16:1	88-119	120-162	19
EDK 2		D (AN) 2	100 x 125	1962	2	20,4:1	22	30	22
EDK 3		D (AN) 3	100 x 125	2944	2	20,4:1	25	35	22
HR 494.4		D (LA) 4	92 x 94	2499	4	21,5:1	84-86	114-117	9
P 6.288		D (AN) 6	88,925 x 126,8	4730	2	16,5:1	61	83	4
T 3.152.4		D (A) 3	91,48 x 126,9	2503	2		39-43	53-59	8
T 4.236		D (A) 4	98,48 x 126,8	3864	2	15,25:1	49	66	18
6.354		D (AN) 6	98,48 x 126,8	5794	2	16:1	69-82	94-112	10
1004-4T (70 kW)		D (A) 4	100 x 127,3	3990	2	17,25:1	70	95	20
1103C-33 Euro 2		D (AN) 3	105 x 127	3300	2	19,25:1	39-43	53-58	25
1103C-33T Euro 2		D (A) 3	105 x 127	3300	2	19,25:1	47-55	64-75	26
1104C-E44TA Euro 2		D (LA) 4	105 x 127	4400	2	19,3:1	82-106	110-142	27
1106C-E60TA Euro 2		D (LA) 6	100 x 127,3	5984	2	17,25:1	88-130	120-175	21
4.107		D (AN) 4	79,375 x 88,9	1753	2	22.1	18-40	25-55	1
4.212		D (AN) 4	98,48 x 114	3475	2	15,5:1	44-47	60-64	11
4.236		D (AN) 4	98,48 x 126,8	3864	2	16:1	48-60	59-80	12
4.248		D (AN) 4	101,054 x 126,8	4064	2	16:1	53-66	72-90	23
6.372.4		D (AN) 6	101,054 x 126,8	6100	2	16:1	82-87	112-118	24

M



1		79,375									
	4.107		01.1964 → 12.1974	D AN 4	1753 cm ³	2V	18-40 kW	25-55 PS	£22.1	88,9	
	130, 133, 30, 31										

	105-35607	EX; 30.3 x 8 x 117 x S - - 45° - 1 - III		81-85005	IN/EX; 12.74/ x 8 x 62 G1
	105-35606	IN; 35.9 x 8 x 116.8 x S - - 45° - 1 - III			

2		88,925								
	A 3.144		01.1966 → 12.1974	D AN 3	2365 cm ³	2V	22-28 kW	30-38 PS	£16,5:1	126,9
	130, 133, 135									

	91 127 600	Cyl. Ø: 88.925; KH: 57.3; GL: 108.1; piston pin: 31.75x75.3; number of piston rings: 5 GeC, URK R 2,385 R 2,385 LA 0,793 ST S 6,335 S 6,335 → 80 00353 1 0 ...
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	80 00353 1 0 000	Cyl. Ø: 88.925; Set: 4; [R 2.385] [R 2.385] [LA ST .793] [S 6.335] [S 6.335]
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	91 127 960	Piston: 91127600; Cylinder liner: 88364110
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	88 364 110	T - Dry cylinder liner; finished; A=93.713 C=94.4 L=215.9 H=4.76
	88 364 190	T - Dry cylinder liner; semi; A=93.71 C=94.404 L=215.9 H=4.76

3		88,925								
	A 4.192		01.1969 → 12.1971	D AN 4	3150 cm ³	2V	36-40 kW	50-55 PS	£16,5:1	126,8
	65									

	91 127 600	Cyl. Ø: 88.925; KH: 57.3; GL: 108.1; piston pin: 31.75x75.3; number of piston rings: 5 GeC, URK R 2,385 R 2,385 LA 0,793 ST S 6,335 S 6,335 → 80 00353 1 0 ...
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	80 00353 1 0 000	Cyl. Ø: 88.925; Set: 4; [R 2.385] [R 2.385] [LA ST .793] [S 6.335] [S 6.335]
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	91 127 960	Piston: 91127600; Cylinder liner: 88364110
--	-------------------	--

	88 364 110	T - Dry cylinder liner; finished; A=93.713 C=94.4 L=215.9 H=4.76
	88 364 190	T - Dry cylinder liner; semi; A=93.71 C=94.404 L=215.9 H=4.76

	50 005 250	
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4		88,925								
	P 6.288		1957 → 1972	D AN 6	4730 cm ³	2V	61 kW	83 PS	£16,5:1	126,8
	892									

	91 127 600	Cyl. Ø: 88.925; KH: 57.3; GL: 108.1; piston pin: 31.75x75.3; number of piston rings: 5 GeC, URK R 2,385 R 2,385 LA 0,793 ST S 6,335 S 6,335 → 80 00353 1 0 ...
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	80 00353 1 0 000	Cyl. Ø: 88.925; Set: 4; [R 2.385] [R 2.385] [LA ST .793] [S 6.335] [S 6.335]
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	91 127 960	Piston: 91127600; Cylinder liner: 88364110
--	-------------------	--

	88 364 110	T - Dry cylinder liner; finished; A=93.713 C=94.4 L=215.9 H=4.76
	88 364 190	T - Dry cylinder liner; semi; A=93.71 C=94.404 L=215.9 H=4.76

	105-02077	EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III
	105-35469	EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III M + 1
	105-02076	IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III
	105-35468	IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III M + 1



5 **91,48**

	A 3.152	D AN 3	2503 cm ³	2V	27-35 kW	37-48 PS	ξ 17,4:1		126,9
	A 4.203	D AN 4	3335 cm ³	2V	43 kW	58 PS	ξ 17,4:1		126,9

150, 155, 164, 165, 20, 254, 260, 263, 3303, 342, 35, 354, 40, 560, 65, 865

91 130 600 Cyl. Ø: 91.48; KH: 57.25; GL: 108; piston pin: 31.75x75.3; number of piston rings: 5
URK
R 2,385
R 2,385
LA 0,79
G 6,335
S 6,335
→ **80 00159 1 0 ...**
Top piston - Pay attention to top clearance

91 130 700 Cyl. Ø: 91.48; KH: 57.25; GL: 108; piston pin: 31.75x75.3; number of piston rings: 5
URK
R 2,385 CR
R 2,385
LA 0,79
G 6,335
S 6,335
→ **80 00159 1 0 ..., 80 00159 1 1 ...**
Top piston - Pay attention to top clearance

	80 00159 1 0 000	Cyl. Ø: 91.48; Set: 4; [R 2.385] [R 2.385] [LA .79] [G 6.335] [S 6.335]
	80 00159 1 1 000	Cyl. Ø: 91.48; Set: 4; [R CR 2.385] [R 2.385] [LA .79] [G 6.335] [S 6.335]
	80 00572 1 0 000	Cyl. Ø: 91.48; Set: 1; [R G6 IW CR 2.385] [M IF 2.385] [NM 3.16] [DSF CR 6.335] [D 6.335]

	91 130 965	Piston: 91130600; Cylinder liner: 88552110
	91 130 967	Piston: 91130600; Cylinder liner: 88363190
	91 130 971	Piston: 91130700; Cylinder liner: 88363190
	91 130 972	Piston: 91130700; Cylinder liner: 88552110
	91 130 973	Piston: 91130700; Cylinder liner: 89042190

	88 552 110	T - Dry cylinder liner; finished; A=93.67 C=96.7 L=216 H=3.76
	88 363 190	T - Dry cylinder liner; semi; A=93.713 C=96.7 L=216 H=3.76
	89 042 190	T - Dry cylinder liner; semi; A=93.97 C=96.7 L=216 H=3.76, with outside oversize .010'

6 **91,48**

	A 6.305	1960 →	D AN 6	5003 cm ³	2V	55 kW	75 PS	ξ 17,4:1		126,9
	92									

91 130 600 Cyl. Ø: 91.48; KH: 57.25; GL: 108; piston pin: 31.75x75.3; number of piston rings: 5
URK
R 2,385
R 2,385
LA 0,79
G 6,335
S 6,335
→ **80 00159 1 0 ...**
Top piston - Pay attention to top clearance

91 130 700 Cyl. Ø: 91.48; KH: 57.25; GL: 108; piston pin: 31.75x75.3; number of piston rings: 5
URK
R 2,385 CR
R 2,385
LA 0,79
G 6,335
S 6,335
→ **80 00159 1 0 ..., 80 00159 1 1 ...**
Top piston - Pay attention to top clearance

	80 00159 1 0 000	Cyl. Ø: 91.48; Set: 4; [R 2.385] [R 2.385] [LA .79] [G 6.335] [S 6.335]
	80 00159 1 1 000	Cyl. Ø: 91.48; Set: 4; [R CR 2.385] [R 2.385] [LA .79] [G 6.335] [S 6.335]

	91 130 965	Piston: 91130600; Cylinder liner: 88552110
	91 130 967	Piston: 91130600; Cylinder liner: 88363190
	91 130 971	Piston: 91130700; Cylinder liner: 88363190
	91 130 972	Piston: 91130700; Cylinder liner: 88552110
	91 130 973	Piston: 91130700; Cylinder liner: 89042190

	88 552 110	T - Dry cylinder liner; finished; A=93.67 C=96.7 L=216 H=3.76
	88 363 190	T - Dry cylinder liner; semi; A=93.713 C=96.7 L=216 H=3.76
	89 042 190	T - Dry cylinder liner; semi; A=93.97 C=96.7 L=216 H=3.76, with outside oversize .010'

M



7

91,48

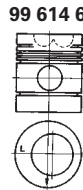
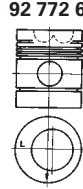


AD 3.152
AD 4.203

D AN 3 2490 cm³ 2V 28-42 kW 38-57 PS ξ 17,4:1 η 126,3
D AN 4 3335 cm³ 2V 40-43 kW 55-59 PS ξ 19:1 η 126,9



114, 124, 134, 135, 144, 148, 152, 154, 155, 158, 164, 165, 20, 200, 2200, 2203, 2205, 230, 233, 234, 235, 240, 245, 248, 250, 2500, 253, 254, 255, 260, 263, 285, 30, 300, 304, 3165, 333, 340, 35, 350, 353, 40, 4000, 44, 4500, 50, 5000, 5500, 560, 65, 7000, 86



92 772 600 Cyl. \varnothing : 91.48; KH: 61.9; MT: -18.57; M \varnothing : 55.9; GL: 109.5; piston pin: 31.75x75.3; number of piston rings: 5
URK
R 2,385 G3
M 2,385
M 3,16
SSF 6,335
S 6,335
→ **80 00157 1 1 ...**

99 614 600 Cyl. \varnothing : 91.48; KH: 61.77; MT: -18.57; M \varnothing : 55.9; GL: 109.37; piston pin: 31.75x75.3; number of piston rings: 5
R 2,385 CR G6
M 2,385
NM 3,16
DSF 6,335 CR
D 6,335
→ **80 00572 1 0 ...**



80 00157 1 1 000 Cyl. \varnothing : 91.48; Set: 1; [R CR 2.385] [R 2.385] [N 3.16] [DSF CR 6.35] [S 6.335]
80 00572 1 0 000 Cyl. \varnothing : 91.48; Set: 1; [R G6 IW CR 2.385] [M IF 2.385] [NM 3.16] [DSF CR 6.335] [D 6.335]




92 772 964 Piston: 92772600; Cylinder liner: 88552110
99 614 960 Piston: 99614600; Cylinder liner: 88552110
99 614 961 Piston: 99614600; Cylinder liner: 88363190
99 614 962 Piston: 99614600; Cylinder liner: 89042190



88 552 110 T - Dry cylinder liner; finished; A=93.67 C=96.7 L=216 H=3.76
88 363 190 T - Dry cylinder liner; semi; A=93.713 C=96.7 L=216 H=3.76
89 042 190 T - Dry cylinder liner; semi; A=93.97 C=96.7 L=216 H=3.76, with outside oversize .010'



105-03364 EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III  **81-85005** IN/EX; 12.74/ x 8 x 62 G1
105-35471 EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III M +.8
105-03363 IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III
105-35470 IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III M +.8

M

8

91,48



T 3.152.4
231, 235, 238, 352, 363, 364

D A 3 2503 cm³ 2V 39-43 kW 53-59 PS η 126,9



88 552 110 T - Dry cylinder liner; finished; A=93.67 C=96.7 L=216 H=3.76
88 363 190 T - Dry cylinder liner; semi; A=93.713 C=96.7 L=216 H=3.76
89 042 190 T - Dry cylinder liner; semi; A=93.97 C=96.7 L=216 H=3.76, with outside oversize .010'

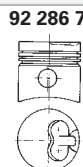
9

92



HR 494.4
615

01.1989 → D LA 4 2499 cm³ 4V 84-86 kW 114-117 PS ξ 21,5:1 η 94



92 286 700 Cyl. \varnothing : 92; KH: 51.2; MT: -3.7; GL: 86; piston pin: 30x75.7; number of piston rings: 3
RTK
T15 2,5 CR G6
NM 2
DSF 4 CR
→ **80 00001 1 0 ...**



80 00001 1 0 000 Cyl. \varnothing : 92; Set: 1; [T15 G6 CR 2.5] [NM 2] [DSF CR 4]



92 286 971 Piston: 92286700; Cylinder liner: 89500110



89 500 110 N - Wet cylinder liner; finished; A=103 C=110 L=168 H+F=8.9+1.2



10

98,48



6.354

D AN 6 5794 cm³ 2V 69-82 kW 94-112 PS ξ 16:1 \bar{h} 126,8

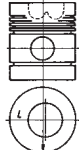


102, 1095, 1098, 1100, 1200, 187-6, 3366, 400, 44, 4488, 45, 450, 500, 500-7, 510, 515, 520, 542, 87-6



92 774 600

Cyl. \varnothing : 98.48; KH: 69.91; MT: -25.61; M \varnothing : 54.1; GL: 120.71; piston pin: 34.925x84.1; number of piston rings: 5
GeC, URK



R 2,385 CR G3
M 2,39
M 2,39
S 6,34
S 6,34

→ **80 00161 1 0 ...**



80 00161 1 0 000

Cyl. \varnothing : 98.48; Set: 1; [R G3 IF CR 2.385] [M 2.39] [M 2.39] [S 6.34] [S 6.34]



92 774 961

Piston: 92774600; Cylinder liner: 88354190



92 774 962

Piston: 92774600; Cylinder liner: 88355190



92 774 963

Piston: 92774600; Cylinder liner: 88356110



88 356 110

T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1



88 354 190

T - Dry cylinder liner; semi; A=103.2 L=228.8



88 355 190

T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1



77 859 690

SET PL-B SEMI \varnothing 34.925 / 38.895 / 34.000 / St/B



105-03366

EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III



105-35473

EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M +1



105-03365

IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III



105-35472

IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M +1



81-85004

EX; 15.9/ x 9.53 x 61.1 G2

81-85003

IN; 15.9/ x 9.515 x 57.94 G2

50 005 231

11

98,48



4.212

1969 →

D AN 4 3475 cm³ 2V 44-47 kW 60-64 PS ξ 15,5:1 \bar{h} 114

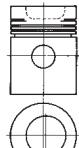


165, 186, 50, 7000



92 085 600

Cyl. \varnothing : 98.48; KH: 76.5; MT: -19.1; M \varnothing : 59.7; GL: 127.3; piston pin: 34.925x84.2; number of piston rings: 4



R 2,385 CR G3
R 2,385 CR G3
M 2,39
M 2,39
DSF 6,34 CR

→ **80 00160 1 0 ...**



80 00160 1 0 000

Cyl. \varnothing : 98.48; Set: 1; [R G3 IF CR 2.385] [M 2.39] [M 2.39] [DSF CR 6.34]



92 085 960

Piston: 92085600; Cylinder liner: 88356110



92 085 961

Piston: 92085600; Cylinder liner: 88355190



88 356 110

T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1



88 354 190

T - Dry cylinder liner; semi; A=103.2 L=228.8



88 355 190

T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1



105-03366

EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III



105-34025

EX; 36.6 x 9.5 x 123.2 x A - - 45° - 1 - III S +.07



105-35473

EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M +1



105-03365

IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III



105-35472

IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M +1



105-34026

IN; 44.2 x 9.9 x 122.8 x S - - 45° - 1 - III



81-85004

EX; 15.9/ x 9.53 x 61.1 G2

81-85003

IN; 15.9/ x 9.515 x 57.94 G2

50 005 235

50 005 840

M



12

98,48



4.236

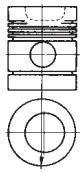
D AN 4 3864 cm³ 2V 48-60 kW 59-80 PS £ 16:1 126,8



1080, 165, 168, 180, 187, 265, 270, 275, 487, 50, 50 H, 575, 86, 87, 95, 99



91 118 600



Cyl. Ø: 98.48; KH: 70.1; MT: -20.5; MØ: 61; GL: 120.9; piston pin: 34.925x84.2; number of piston rings: 5

GeC, URK

SM 2,39 CR G3

M 2,39

M 2,39

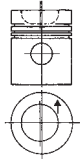
DSF 6,34 CR

S 6,34

→ 80 00162 1 0 ..., 80 00162 1 1 ...

exchangeable in sets against 93 592 600

93 592 600



Cyl. Ø: 98.48; KH: 70.25; MT: -20.35; MØ: 61; GL: 121.05; piston pin: 34.925x84.1; number of piston rings: 3

GeC, RK, RTK

R 2,385 CR G3

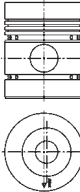
M 2,385 CR

DSF 4,747

→ 80 00337 1 0 ...

1965→

99 629 600



Cyl. Ø: 98.48; KH: 70.35; MT: -20.2; MØ: 61; GL: 120.7; piston pin: 34.925x84; number of piston rings: 5

URK

R 2,385 CR G6

R 2,385

NM 2,385

DSF 6,335 CR

D 6,335



80 00162 1 0 000

Cyl. Ø: 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [DSF CR 6.34] [S 6.34]

80 00162 1 1 000

Cyl. Ø: 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [S 6.34] [S 6.34]

80 00337 1 0 000

Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M CR 2.385] [DSF 4.747], 1965→



91 118 961

Piston: 91118600; Cylinder liner: 88354190

91 118 962

Piston: 91118600; Cylinder liner: 88355190

91 118 963

Piston: 91118600; Cylinder liner: 88356110

91 118 964

Piston: 91118600; Cylinder liner: 89514190

93 592 961

Piston: 93592600; Cylinder liner: 88354190, 1965→

93 592 962

Piston: 93592600; Cylinder liner: 88355190, 1965→

93 592 963

Piston: 93592600; Cylinder liner: 88356110, 1965→

93 592 964

Piston: 93592600; Cylinder liner: 89514190, 1965→

99 629 960

Piston: 99629600; Cylinder liner: 88354190

99 629 961

Piston: 99629600; Cylinder liner: 88355190

99 629 962

Piston: 99629600; Cylinder liner: 88356110



88 356 110

T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1

88 354 190

T - Dry cylinder liner; semi; A=103.2 L=228.8

88 355 190

T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1

89 514 190

T - Dry cylinder liner; semi; A=104.28 C=107.442 L=226.44 H=3.861



77 669 690

SET PL-B SEMI Ø 34.925 / 38.895 / 34.000 / St/B



105-03366

EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III

105-34025

EX; 36.6 x 9.5 x 123.2 x A - - 45° - 1 - III S +.07

105-35473

EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M +1

105-03365

IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III

105-35472

IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M +1

105-35608

IN; 44.2 x 9.5 x 122.8 x S - Cr - 30° - 1 - III

105-34026

IN; 44.2 x 9.9 x 122.8 x S - - 45° - 1 - III



50 005 245

with pulley, with pulley

50 005 246

50 005 252



81-85004

EX; 15.9/ x 9.53 x 61.1 G2

81-85003

IN; 15.9/ x 9.515 x 57.94 G2



50 005 840



13

98,48



A 4.212

01.1969 → 12.1976

D AN 4

3475 cm³

2V 44 kW

60 PS

⊗ 15,1:1

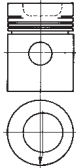
114



165, 30, 3303, 3305



92 085 600



Cyl. Ø: 98.48; KH: 76.5; MT: -19.1; MØ: 59.7; GL: 127.3; piston pin: 34.925x84.2; number of piston rings: 4

R 2,385 CR G3

R 2,385 CR G3

M 2,39

M 2,39

DSF 6,34 CR

→ **80 00160 1 0 ...**



80 00160 1 0 000

Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M 2.39] [M 2.39] [DSF CR 6.34]



92 085 960

Piston: 92085600; Cylinder liner: 88356110



92 085 961

Piston: 92085600; Cylinder liner: 88355190



88 356 110

T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1, →mot. 212 UA 87004



88 354 190

T - Dry cylinder liner; semi; A=103.2 L=228.8



88 355 190

T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1, →mot. 212 UA 87004



105-03366

EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III



81-85004

EX; 15.9/ x 9.53 x 61.1 G2



105-35473

EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M +1

81-85003

IN; 15.9/ x 9.515 x 57.94 G2



105-03365

IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III



105-35472

IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M +1



50 005 235

14

98,48



A 4.236

D AN 4

3864 cm³

2V 37-65 kW

50-89 PS

⊗ 16:1

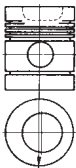
126,8



168, 174, 175, 177, 180, 184, 187, 206, 240, 265, 270, 273, 274, 275, 283, 284, 285, 3050, 307, 31, 3366, 362, 373, 374, 375, 377, 383, 384, 387, 40 B, 50, 565, 575, 585, 6500, 685, 85, 87, 99



91 118 600



Cyl. Ø: 98.48; KH: 70.1; MT: -20.5; MØ: 61; GL: 120.9; piston pin: 34.925x84.2; number of piston rings: 5

GeC, URK

SM 2,39 CR G3

M 2,39

M 2,39

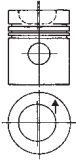
DSF 6,34 CR

S 6,34

→ **80 00162 1 0 ...**, **80 00162 1 1 ...**

exchangeable in sets against 93 592 600

93 592 600



Cyl. Ø: 98.48; KH: 70.25; MT: -20.35; MØ: 61; GL: 121.05; piston pin: 34.925x84.1; number of piston rings: 3

GeC, RK, RTK

R 2,385 CR G3

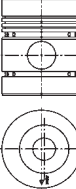
M 2,385 CR

DSF 4,747

→ **80 00337 1 0 ...**

1965→

99 629 600



Cyl. Ø: 98.48; KH: 70.35; MT: -20.2; MØ: 61; GL: 120.7; piston pin: 34.925x84; number of piston rings: 5

URK

R 2,385 CR G6

R 2,385

NM 2,385

DSF 6,335 CR

D 6,335



80 00162 1 0 000

Cyl. Ø: 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [DSF CR 6.34] [S 6.34]



80 00162 1 1 000

Cyl. Ø: 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [S 6.34] [S 6.34]



80 00337 1 0 000

Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M CR 2.385] [DSF 4.747], 1965→



91 118 961

Piston: 91118600; Cylinder liner: 88354190



91 118 962

Piston: 91118600; Cylinder liner: 88355190



91 118 963

Piston: 91118600; Cylinder liner: 88356110



91 118 964

Piston: 91118600; Cylinder liner: 89514190



93 592 961

Piston: 93592600; Cylinder liner: 88354190, 1965→



93 592 962

Piston: 93592600; Cylinder liner: 88355190, 1965→



93 592 963

Piston: 93592600; Cylinder liner: 88356110, 1965→



93 592 964

Piston: 93592600; Cylinder liner: 89514190, 1965→



99 629 960

Piston: 99629600; Cylinder liner: 88354190

cont...

M



	99 629 961	Piston: 99629600; Cylinder liner: 88355190		
	99 629 962	Piston: 99629600; Cylinder liner: 88356110		
	88 356 110	T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1		
	88 354 190	T - Dry cylinder liner; semi; A=103.2 L=228.8		
	88 355 190	T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1		
	89 514 190	T - Dry cylinder liner; semi; A=104.28 C=107.442 L=226.44 H=3.861		
	77 669 690	SET PL-B SEMI Ø 34.925 / 38.895 / 34.000 / St/B		
	105-03366	EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III		81-85004 EX; 15.9/ x 9.53 x 61.1 G2
	105-35473	EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M +1		81-85003 IN; 15.9/ x 9.515 x 57.94 G2
	105-03365	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III		
	105-35472	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M +1		
	105-35608	IN; 44.2 x 9.5 x 122.8 x S - Cr - 30° - 1 - III		

15		98,48								
	A 6.354.1	01.1969 → 1990	D A 6	5794 cm ³	2V	71-82 kW	97-112 PS	£ 16:1		126,8
	100, 1014, 1104, 1200, 400, 44, 70, 80									

	92 774 600	Cyl. Ø: 98.48; KH: 69.91; MT: -25.61; MØ: 54.1; GL: 120.71; piston pin: 34.925x84.1; number of piston rings: 5 GeC, URK		
		R 2,385 CR G3		
		M 2,39		
		M 2,39		
		S 6,34		
		S 6,34		
		→ 80 00161 1 0 ...		

	80 00161 1 0 000	Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M 2.39] [M 2.39] [S 6.34] [S 6.34]		
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	92 774 961	Piston: 92774600; Cylinder liner: 88354190		
	92 774 962	Piston: 92774600; Cylinder liner: 88355190		
	92 774 963	Piston: 92774600; Cylinder liner: 88356110		
	88 356 110	T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1		
	88 354 190	T - Dry cylinder liner; semi; A=103.2 L=228.8		
	88 355 190	T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1		
	77 862 690	SET PL-B SEMI Ø 38.100 / 42.069 / 34.000 / St/B		

16		98,48								
	A 6.354.2	01.1964 → 1972	D A 6	5794 cm ³	2V	74 kW	100 PS	£ 16:1		126,8
	A 6.354.4		D A 6	5794 cm ³	2V	67-87 kW	91-118 PS	£ 16:1		126,8
	A 6.354.4		D A 6	5794 cm ³	2V	67-87 kW	91-118 PS	£ 16:1		126,8
	1100, 1114, 1200, 24, 2620, 2625, 2640, 2645, 2670, 2675, 3080, 3090, 33, 399, 520, 530, 542, 550, 82, 85, 95									

	88 356 110	T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1		
	88 354 190	T - Dry cylinder liner; semi; A=103.2 L=228.8		
	88 355 190	T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1		
	77 862 690	SET PL-B SEMI Ø 38.100 / 42.069 / 34.000 / St/B		

17		98,48								
	AD 4.236	1965 →	D AN 4	3864 cm ³	2V	48-60 kW	59-80 PS	£ 16:1		126,8
	175, 185, 60, 95									

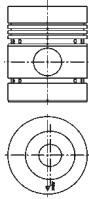
	91 118 600	Cyl. Ø: 98.48; KH: 70.1; MT: -20.5; MØ: 61; GL: 120.9; piston pin: 34.925x84.2; number of piston rings: 5 GeC, URK		
		SM 2,39 CR G3		
		M 2,39		
		M 2,39		
		DSF 6,34 CR		
		S 6,34		
		→ 80 00162 1 0 ... , 80 00162 1 1 ...		
		exchangeable in sets against 93 592 600		

	93 592 600	Cyl. Ø: 98.48; KH: 70.25; MT: -20.35; MØ: 61; GL: 121.05; piston pin: 34.925x84.1; number of piston rings: 3 GeC, RK, RTK		
		R 2,385 CR G3		
		M 2,385 CR		
		DSF 4,747		
		→ 80 00337 1 0 ...		

cont...



99 629 600



Cyl. Ø: 98.48; KH: 70.35; MT: -20.2; MØ: 61; GL: 120.7; piston pin: 34.925x84; number of piston rings: 5
URK
R 2,385 CR G6
R 2,385
NM 2,385
DSF 6,335 CR
D 6,335



80 00162 1 0 000

Cyl. Ø: 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [DSF CR 6.34] [S 6.34]

80 00162 1 1 000

Cyl. Ø: 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [S 6.34] [S 6.34]

80 00337 1 0 000

Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M CR 2.385] [DSF 4.747]



91 118 961

Piston: 91118600; Cylinder liner: 88354190

91 118 962

Piston: 91118600; Cylinder liner: 88355190

91 118 963

Piston: 91118600; Cylinder liner: 88356110

91 118 964

Piston: 91118600; Cylinder liner: 89514190

93 592 961

Piston: 93592600; Cylinder liner: 88354190

93 592 962

Piston: 93592600; Cylinder liner: 88355190

93 592 963

Piston: 93592600; Cylinder liner: 88356110

93 592 964

Piston: 93592600; Cylinder liner: 89514190

99 629 960

Piston: 99629600; Cylinder liner: 88354190

99 629 961

Piston: 99629600; Cylinder liner: 88355190

99 629 962

Piston: 99629600; Cylinder liner: 88356110



88 356 110

T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1

88 354 190

T - Dry cylinder liner; semi; A=103.2 L=228.8

88 355 190

T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1

89 514 190

T - Dry cylinder liner; semi; A=104.28 C=107.442 L=226.44 H=3.861



77 669 690

SET PL-B SEMI Ø 34.925 / 38.895 / 34.000 / St/B

18

98,48



AT 4.236

D A 4 3864 cm³ 2V 66-68 kW 90-93 PS € 15,25:1 126,8

T 4.236

D A 4 3864 cm³ 2V 49 kW 66 PS € 15,25:1 126,8



1004, 1007, 3065, 3070, 397



80 00320 1 0 000

Cyl. Ø: 98.48; Set: 1; [T6 G6 MO 3.16] [M CR 2.385] [DSF CR 4.747]



88 356 110

T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1

88 354 190

T - Dry cylinder liner; semi; A=103.2 L=228.8

88 355 190

T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1

89 514 190

T - Dry cylinder liner; semi; A=104.28 C=107.442 L=226.44 H=3.861



77 760 690

SET PL-B SEMI Ø 38.100 / 42.069 / 34.000 / St/B

19

98,48



AT 6.354.4

D A 6 5794 cm³ 2V 88-119 kW 120-162 PS € 16:1 126,8

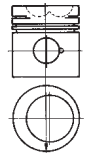


1134, 2680, 2685, 2720, 2725, 3630, 3650, 400, 450, 750



93 288 600

Cyl. Ø: 98.48; KH: 69.82; MT: -18.82; MØ: 66.7; GL: 107.82; piston pin: 38.1x82.8; number of piston rings: 3



RK, RTK, TPL

T6 3,16 MO G6

M 2,39

DSF 4,747 CR

→ **80 00355 1 0 ...**



80 00355 1 0 000

Cyl. Ø: 98.48; Set: 1; [T6 G6 MO 3.16] [M 2.39] [DSF CR 4.747]



93 288 960

Piston: 93288600; Cylinder liner: 88355190



93 288 961

Piston: 93288600; Cylinder liner: 88356110



88 356 110

T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1



88 355 190

T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1



77 862 690

SET PL-B SEMI Ø 38.100 / 42.069 / 34.000 / St/B



20		100											
	1004-4T (70 kW)	06.1999 → 12.2003	D A 4	3990 cm ³	2V	70 kW	95 PS	£ 17,25:1		127,3			
	6255												

	105-35610	EX; 41 x 9 x 123 x A/S - Cr - 45° - VS - 1 - III
	105-35609	IN; 43 x 9 x 123 x A/S - Cr - 45° - VS - 1 - III

21		100											
	1106C-E60TA Euro 2	02.2003 →	D LA 6	5984 cm ³	2V	88-130 kW	120-175 PS	£ 17,25:1		127,3			
	5465, 6465, 6475, 6480, 7465, 7475, 7480												

	94 543 600	Cyl. Ø: 100; KH: 70.266; MT: -21.75; MØ: 52.8; GL: 108.23; piston pin: 39.7x78; number of piston rings: 3 RTK, TPL T6 3,5 MO G6 NM 2,5 G3 DSF 3,5 CR → 80 00438 1 0 ...
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	80 00438 1 0 000	Cyl. Ø: 100; Set: 1; [T6 G6 IW MO 3.5] [NM G3 2.5] [DSF CR 3.5]
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	94 543 960	Piston: 94543600; Cylinder liner: 89320190
	94 543 961	Piston: 94543600; Cylinder liner: 89527190
	94 543 962	Piston: 94543600; Cylinder liner: 89555190
	94 543 963	Piston: 94543600; Cylinder liner: 89320110
	89 320 110	- finished; A=104.28 C=107.442 L=226.6 H=3.861
	89 320 190	T - Dry cylinder liner; semi; A=104.28 C=107.442 L=226.44 H=3.861
	89 527 190	T - Dry cylinder liner; semi; A=104.28 C=107.442 L=227.4 H+F=3.86+0.85
	89 555 190	T - Dry cylinder liner; semi; A=104.534 C=107.442 L=227.4 H+F=3.86+0.85

22		100											
	EDK 2	01.1972 → 12.1974	D AN 2	1962 cm ³	2V	22 kW	30 PS	£ 20,4:1		125			
	EDK 3		D AN 3	2944 cm ³	2V	25 kW	35 PS	£ 20,4:1		125			
	132, 139, 142												

	4167	EX; 38.5 x 9 x 131.5 x S - Cr - 45° - 1 - III		81-4019	IN/EX; 15/ x 9 x 58 G1
	4166	IN; 42.5 x 9 x 131.5 x S - Cr - 45° - 1 - III		81-4018	IN/EX; 15/ x 9 x 68 G1

23		101,054											
	4.248		D AN 4	4064 cm ³	2V	53-66 kW	72-90 PS	£ 16:1		126,8			
	11, 178, 185, 186, 188, 194, 22, 220, 230, 250, 275, 285, 290, 293, 294, 300, 3060, 307, 310, 33, 330, 350, 382, 390, 393, 394, 397, 440, 487, 50, 506, 587, 590, 60, 690, 70, 8000, 85												

	92 144 800	Cyl. Ø: 101.054; KH: 70.1; MT: -20.5; MØ: 61; GL: 120.9; piston pin: 34.925x84.2; number of piston rings: 4 GeC R 2,385 CR G6 R 2,385 CR G6 R 2,385 CR G6 DSF 6,335 CR → 80 00163 1 0 ..., 80 00163 4 0 ... exchangeable in sets against 93 569 600
	93 569 600	Cyl. Ø: 101.06; KH: 70.02; MT: -20.77; MØ: 61.45; GL: 120.82; piston pin: 34.925x84.1; number of piston rings: 3 RK R 2,5 MO G6 M 2,5 DSF 5 CR → 80 00339 1 0 ... 05.1982→

	80 00163 1 0 000	Cyl. Ø: 101.05; Set: 1; [R G6 CR 2.385] [R G6 IW CR 2.385] [R G6 IW CR 2.385] [DSF CR 6.335]
	80 00339 1 0 000	Cyl. Ø: 101.06; Set: 1; [R G6 MO 2.5] [M 2.5] [DSF CR 5]
	80 00163 4 0 000	Cyl. Ø: 101.05; Set: 4; [R G6 CR 2.385] [R G6 IW CR 2.385] [R G6 IW CR 2.385] [DSF CR 6.335]

	92 144 980	Piston: 92144800; Cylinder liner: 88587190			
	92 144 981	Piston: 92144800; Cylinder liner: 89022190			
	93 569 961	Piston: 93569600; Cylinder liner: 89022190			
	88 587 190	T - Dry cylinder liner; semi; A=103.21 L=223.9			
	89 022 190	T - Dry cylinder liner; semi; A=104.2 C=107.4 L=227.2 H+F=3.8+0.85			
	105-03366	EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III		81-85004	EX; 15.9/ x 9.53 x 61.1 G2
	105-35473	EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M + 1		81-85003	IN; 15.9/ x 9.515 x 57.94 G2
	105-03365	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III			

cont...



105-35472 IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M +1

50 005 840

24

101,054



6.372.4

D AN 6 6100 cm³ 2V 82-87 kW 112-118 PS ξ 16:1 η 126,8



620, 625



93 175 600 Cyl. \varnothing : 101.054; KH: 70.3; MT: -26; M \varnothing : 54.1; GL: 121.1; piston pin: 34.925x84; number of piston rings: 4
R 2,385
R 2,385
R 2,385
DSF 6,335 CR



93 175 960 Piston: 93175600; Cylinder liner: 89022190

93 175 961 Piston: 93175600; Cylinder liner: 88587190



88 587 190 T - Dry cylinder liner; semi; A=103.21 L=223.9

89 022 190 T - Dry cylinder liner; semi; A=104.2 C=107.4 L=227.2 H+F=3.8+0.85



105-03366 EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III



81-85004

EX; 15.9/ x 9.53 x 61.1 G2

105-35473 EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M +1

81-85003

IN; 15.9/ x 9.515 x 57.94 G2

105-03365 IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III

105-35472 IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M +1

25

105



1103C-33 Euro 2

2005 →

D AN 3 3300 cm³ 2V 39-43 kW 53-58 PS ξ 19,25:1 η 127



410



105-35625 EX; 41.6 x 9 x 129.2 x A/S - Cr - 30° - 9 -



RK-9H

105-35624 IN; 46.3 x 9 x 129.2 x S - Ni - 30° - 9 -

26

105



1103C-33T Euro 2

2004 →

D A 3 3300 cm³ 2V 47-55 kW 64-75 PS ξ 19,25:1 η 127



3425, 420



40 234 600 Cyl. \varnothing : 105; KH: 70.116; MT: -22.04; M \varnothing : 55.21; GL: 108.05; piston pin: 39.7x78; number of piston rings: 3
40 234 610 105,50

RTK, TPL

T15 3,5 MO G6

M 2,5 G3

DSF 3,5 CR

→ 80 00565 1 0 ...



80 00565 1 0 000 Cyl. \varnothing : 105; Set: 1; [T15 G6 MO 3.5] [M G3 IFU 2.5] [DSF CR 3.5]

80 00565 1 0 050 105,50



105-35625 EX; 41.6 x 9 x 129.2 x A/S - Cr - 30° - 9 -



RK-9H

105-35624 IN; 46.3 x 9 x 129.2 x S - Ni - 30° - 9 -

27

105



1104C-E44TA Euro 2

05.2003 →

D LA 4 4400 cm³ 2V 82-106 kW 110-142 PS ξ 19,3:1 η 127



6460, 6470



40 234 600 Cyl. \varnothing : 105; KH: 70.116; MT: -22.04; M \varnothing : 55.21; GL: 108.05; piston pin: 39.7x78; number of piston rings: 3
40 234 610 105,50

RTK, TPL

T15 3,5 MO G6

M 2,5 G3

DSF 3,5 CR




→ 80 00565 1 0 ...



80 00565 1 0 000 Cyl. \varnothing : 105; Set: 1; [T15 G6 MO 3.5] [M G3 IFU 2.5] [DSF CR 3.5]

80 00565 1 0 050 105,50



		Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos
YA	D (AN)	6	88,9 x 101,6	3783	2				1

M



1		88,9							
	YA		10.1969 → 09.1975	D	AN	6	3783 cm ³	2V	101,6

	CB-2002GP STD	SET PL STD Ø 57.125 / 60.833 / 28.650 / 1.836 St/B/G CB-2002GP 0.25 0,25
	MS-2002GP STD	SET HL STD Ø 69.825 / 74.066 / 28.700 / 2.093 St/B/G MS-2002GP 0.25 0,25

















M



		Cyl.	X mm	cm ³	Comp. Ratio ε	kW	PS	Pos			
MB Kompressor		1	77								2
MB Kompressor		1	85								4
MB Kompressor		1	90								54
MB Kompressor		1	90								55
MB Kompressor		2	90								56
MB Kompressor		1	94								74
MB Kompressor		1	100								287
M 115	900, 932	B	4	87 x 92,4	2197	2	9:1	40-48	54-65		6
M 115	951, 954	B	4	93,75 x 83,6	2307	2	9:1	80-81	109-110		72
M 115	958/-000	B	4	93,75 x 83,6	2307	2					73
M 130	924	B	6	86,5 x 78,8	2778	2	9,5:1	89	121		5
M 180	926, 952, 958	B	6	80 x 72,8	2196	2	8,7:1	60-70	82-95		3
M 343	920	AL (AN)	4	97 x 128	3780	2	17:1	70	95		75
M 352	921, 923 - 924, 929	B	6	97 x 128	5675	2		93	126		76
M 352	929-000	B	6	97 x 128	5675	2		93	126		77
M 372 Euro 0	929	G	6	97,5 x 133	5958	2		63	85		172
M 476	921	G (LA)	6	128 x 155	11970	2		175	238		391
M 476 Euro 2	935	G (LA)	6	128 x 155	11970	2	17,25:1	185	252		392
M 902	900 - 903	G (LA)	6	106 x 136	7201	3	10,5:1	170-205	231-279		319
M 906 Euro 2	903 (ITA)	G (LA)	6	106 x 136	7201	3	10,5:1	205	279		320
OM 304	900-001	D (A)	4	97,5 x 133	3972	2	16,5:1	61	83		173
OM 304	900-010	D (A)	4	97,5 x 133	3972	2	16,5:1	61	83		174
OM 304	900-401	D (A)	4	97,5 x 133	3972	2	16,5:1	85	115		175
OM 304	900-410	D (A)	4	97,5 x 133	3972	2	16,5:1	85	115		176
OM 306 Euro 0	900-016 (ZA), 900-017 (ZA), 900-018 (ZA)	D (A)	6	97,5 x 133	5958	2	16,5:1	92	125		177
OM 306 Euro 0	900-413 (ZA), 900-414, 900-415, 900-416 (ZA), 900-417	D (A)	6	97,5 x 133	5958	2	16,5:1	125	170		178
OM 306 Euro 0	900-510 (ZA)	D (LA)	6	97,5 x 133	5958	2		177	240		179
OM 314	900, 910, 940, 942 - 944, 946, 948, 959, 961	D (AN)	4	97 x 128	3780	2		39-63	53-86		78
OM 314	900-000, 900-001, 900-002, 900-003, 900-004, 900-005, 900-006, 900-007, 900-008, 900-010, 900-011, 900-012, 900-013, 900-014, 900-015, 900-016, 900-017, 900-018, 900-019, 900-020, 900-021, 900-022, 900-023, 900-025	D (AN)	4	97 x 128	3780	2		35-63	47-85		79
OM 314	900-024	D (AN)	4	97 x 128	3780	2	17:1	60	81		80
OM 314	914, 918 - 920, 941, 945, 947, 949 - 951, 954	D (AN)	4	97 x 128	3780	2		49-66	67-90		81
OM 314	916, 953	D (AN)	4	97 x 128	3780	2	17:1	40-59	54-80		82
OM 314	917, 962 - 965, 967	D (AN)	4	97 x 128	3780	2	17:1	55-63	75-85		83
OM 314	921 - 922	D (AN)	4	97 x 128	3780	2	17:1	48-57	65-77		84
OM 341	951	D (AN)	6	97 x 128	5675	2	17:1	96	130		85
OM 314	956 - 957	D (AN)	4	97 x 128	3780	2	17:1	48-55	65-75		86
OM 314	958 (TUR)	D (AN)	4	97 x 128	3780	2	17:1	63	85		87
OM 314	960 (TUR)	D (A)	4	97 x 128	3780	2	17:1	63	86		88
OM 314	970	D (A)	4	97 x 128	3780	2	16:1	63	85		89
OM 327	910, 914 - 919, 930 - 946	D (AN)	6	115 x 128	7980	2		110-125	150-170		343
OM 335	910 (IRN), 930 (IRN)	D (AN)	6	128 x 150	11581	2	17,2:1	154-176	210-240		393
OM 335	932	D (AN)	6	128 x 150	11581	2	17,2:1	176	240		394
OM 340	919	D (AN)	4	97 x 128	3780	2	17:1	63	86		90
OM 340	919-001, 919-002, 919-003, 919-004, 919-006, 919-007, 919-008, 919-009, 919-010, 919-016, 919-017	D (AN)	4	97 x 128	3780	2	17:1	29-63	39-86		91
OM 340	919-005	D (AN)	4	97 x 128	3780	2	17:1	29	39		92
OM 340	930, 932	D (AN)	4	97 x 128	3780	2	17:1	62-63	85-86		93
OM 341	900	D (AN)	6	97 x 128	5675	2	17:1	74	100		94
OM 341	900-001, 900-040, 900-041	D (AN)	6	97 x 128	5675	2	17:1	74-93	100-126		95
OM 341	900-002, 900-004, 900-005, 900-006, 900-007, 900-008, 900-009, 900-010, 900-011, 900-012, 900-013, 900-014, 900-015, 900-016, 900-017, 900-018, 900-019, 900-020, 900-021, 900-023, 900-026, 900-027, 900-028, 900-029, 900-031, 900-037, 900-038, 900-039, 900-042, 900-043	D (AN)	6	97 x 128	5675	2	17:1	46-105	63-144		96
OM 341	910 - 912, 915 (AMS), 919, 931 - 932, 935 - 936, 946, 949	D (AN)	6	97 x 128	5675	2	17:1	74-96	100-130		97
OM 341	913	D (A)	6	97 x 128	5675	2	17:1	118	160		98

M



																					
				Cyl.	mm	cm ³		Comp. Ratio	ε	kW	PS	Pos									
OM 341	918 (AMS)	D (AN)	6	97 x 128	5675	2	17:1	66	90	99											
OM 341	933	D (A)	6	97 x 128	5675	2	17:1	96	130	100											
OM 341	934	D (AN)	6	97 x 128	5675	2	17:1	62	84	101											
OM 341	937, 947	D (A)	6	97 x 128	5675	2	17:1	96	130	102											
OM 341	938, 941	D (AN)	6	97 x 128	5675	2	17:1	66-96	90-130	103											
OM 341	939	D (A)	6	97 x 128	5675	2	17:1	96	130	104											
OM 341	943	D (A)	6	97 x 128	5675	2	17:1	115	160	105											
OM 341	948	D (AN)	6	97 x 128	5675	2	17:1	96	130	106											
OM 341	950	D (A)	6	97 x 128	5675	2	17:1	96	130	107											
OM 343	910, 932	D (AN)	4	97 x 128	3780	2	17:1	62-63	85	108											
OM 343	919, 919-018	D (AN)	4	97 x 128	3780	2	17:1	39-53	53-72	90											
OM 343	919-001, 919-002, 919-003, 919-004, 919-005, 919-006, 919-007, 919-008, 919-009, 919-010, 919-011, 919-012, 919-013, 919-014, 919-015, 919-016, 919-017	D (AN)	4	97 x 128	3780	2	17:1	39-81	53-110	91											
OM 343	934	D (AN)	4	97 x 128	3780	2	17:1	63	85	109											
OM 344	905, 946, 963, 991, 997	D (AN)	6	97 x 128	5675	2	17:1	96	130	110											
OM 344	912	D (AN)	6	97 x 128	5675	2	17:1	96	130	111											
OM 344	913	D (A)	6	97 x 128	5675	2		115	156	112											
OM 344	919	D (AN)	6	97 x 128	5675	2				113											
OM 344	919-001, 919-002, 919-003, 919-004, 919-005, 919-006, 919-007, 919-008, 919-009, 919-010, 919-011, 919-012, 919-013, 919-014, 919-015, 919-016, 919-018, 919-019, 919-020, 919-021, 919-022, 919-023, 919-024, 919-025, 919-026, 919-027, 919-028, 919-029, 919-030, 919-031, 919-032, 919-033, 919-034, 919-035, 919-036, 919-038, 919-039, 919-044, 919-047, 919-048,	D (AN)	6	97 x 128	5675	2	17:1	50-114	68-155	96											
OM 344	919-017, 919-037, 919-040, 919-041, 919-042, 919-045, 919-046, 919-049, 919-051, 919-052, 919-053, 919-056, 919-059, 919-060, 919-062, 919-065, 919-066, 919-068, 919-069	D (A)	6	97 x 128	5675	2	16:1	85-127	115-172	96											
OM 344	919-063	D (AN)	6	97 x 128	5675	2	17:1	84	114	114											
OM 344	919-064	D (A)	6	97 x 128	5675	2	16:1	123	168	115											
OM 344	920	D (AN)	6	97 x 128	5675	2	17:1	103	140	116											
OM 344	930, 932	D (AN)	6	97 x 128	5675	2	17:1	96	130	117											
OM 344	931	D (AN)	6	97 x 128	5675	2	17:1	115	156	118											
OM 344	937, 939, 951	D (A)	6	97 x 128	5675	2	16:1	115	156	119											
OM 344	938, 953 - 955	D (A)	6	97 x 128	5675	2	16:1	115-124	156-168	120											
OM 344	940 - 941	D (A)	6	97 x 128	5675	2	16:1	96	130	110											
OM 344	942 (USA)	D (A)	6	97 x 128	5675	2	16:1	115	156	121											
OM 344	943 (USA), 945	D (AN)	6	97 x 128	5675	2	17:1	96	130	122											
OM 344	948 (INA), 952 (INA)	D (A)	6	97 x 128	5675	2	16:1	115-124	156-168	123											
OM 344	949 (INA/MAL)	D (A)	6	97 x 128	5675	2	16:1	96	130	124											
OM 344	950 (USA)	D (A)	6	97 x 128	5675	2	16:1	125	168	125											
OM 344	964 (USA)	D (AN)	6	97 x 128	5675	2	17:1	94	126	126											
OM 345	900 (USA)	D (AN)	5	128 x 150	9651	2	17,2:1	141	192	395											
OM 345	910 (BRA), 912 (BRA)	D (AN)	6	128 x 150	11581	2	17,2:1	176	240	396											
OM 345	913 (BRA)	D (A)	6	128 x 150	11581	2	16,5:1	210	285	397											
OM 345	914-001 (BRA), 914-002 (BRA), 914-003 (BRA), 914-004 (BRA), 914-005 (BRA)	D (AN)	6	128 x 150	11581	2	17,2:1	103-135	140-185	398											
OM 345	915 (BRA)	D (AN)	5	128 x 150	9651	2	17,2:1	141	192	399											
OM 345	919 (BRA)	D (AN)	5	128 x 150	9651	2				400											
OM 345	919-001 (BRA), 919-002 (BRA)	D (AN)	5	128 x 150	9651	2	17,2:1	114-127	155-173	401											
OM 345	950 (BRA), 953 (BRA)	D (LA)	6	128 x 150	11581	2	16,5:1	235-250	320-340	402											
OM 345	970 (BRA)	D (A)	5	128 x 150	9651	2	16,5:1	170	230	403											
OM 345	973 (BRA)	D (AN)	5	128 x 150	9651	2	17,2:1	147	200	404											
OM 346	910, 912 - 917, 919, 940 - 947, 952 - 953	D (AN)	6	128 x 140	10809	2		136-155	185-210	405											
OM 346	951	D (A)	6	128 x 140	10809	2				406											
OM 347	915	D (AN)	5	128 x 150	9651	2	17,2:1	141	192	407											
OM 347	917, 970 - 971	D (A)	5	128 x 150	9651	2		170-175	230-238	403											
OM 347	942 - 943	D (AN)	5	128 x 150	9651	2	17,2:1	147	200	408											
OM 352	900	D (AN)	6	97 x 128	5675	2				127											

M



Cyl.	mm	cm ³	Comp. Ratio ϵ	kW	PS	Pos			
OM 352	900-006, 900-008, 900-010, 900-013, 900-015, 900-400, 900-410, 900-411, 900-412, 900-413, 900-414, 900-415, 900-416, 900-417, 900-418, 900-419, 900-420, 900-421, 900-422, 900-423, 900-424, 900-425, 900-426, 900-427, 900-428, 900-429, 900-430	D (A) 6	97 x 128	5675	2	99-124	135-168	128	
OM 352	900-000, 900-001, 900-002, 900-003, 900-004, 900-005, 900-007, 900-009, 900-011, 900-012, 900-014, 900-016, 900-017, 900-018, 900-019, 900-020, 900-021	D (AN) 6	97 x 128	5675	2	66-96	90-130	129	
OM 352	901, 908, 912, 930 - 931, 936, 938, 944 - 945, 948, 953 - 954	D (AN) 6	97 x 128	5675	2	17:1	93-96	126-130	130
OM 352	902 - 903, 906, 911, 914, 919, 932 - 933, 943, 962, 966, 970, 976, 979, 982, 984, 990	D (AN) 6	97 x 128	5675	2		48-81	65-110	131
OM 352	904	D (AN) 6	97 x 128	5675	2	17:1	93	126	132
OM 352	905	D (AN) 6	97 x 128	5675	2	17:1	96	130	133
OM 352	907, 909, 986	D (AN) 6	97 x 128	5675	2	17:1	81	110	134
OM 352	910, 942, 955 - 961, 963, 965, 967, 969, 971 - 975, 978, 981, 983, 989, 991 - 992, 999	D (AN) 6	97 x 128	5675	2		69-96	94-130	135
OM 352	913, 937, 946, 949 - 950, 968, 988, 994	D (A) 6	97 x 128	5675	2	16:1	96-115	130-156	136
OM 352	934 - 935, 939	D (AN) 6	97 x 128	5675	2	17:1	96	130	137
OM 352	964, 985, 987, 996 - 998	D (AN) 6	97 x 128	5675	2	17:1	74-96	100-130	138
OM 353	900	D (AN) 6	97 x 128	5675	2	17:1	96	130	135
OM 353	901 - 902, 905, 940, 949, 957	D (AN) 6	97 x 128	5675	2	17:1	62-92	84-125	132
OM 353	903, 915 - 916, 942 - 946, 963 - 964, 966, 968 - 969, 981 - 984	D (AN) 6	97 x 128	5675	2	17:1	81-96	110-130	134
OM 353	904, 917, 941, 965	D (AN) 6	97 x 128	5675	2	17:1	96	130	138
OM 353	907	D (AN) 6	97 x 128	5675	2	17:1	92	125	139
OM 353	909 - 910	D (A) 6	97 x 128	5675	2	16:1	124	168	140
OM 353	911 - 914	D (A) 6	97 x 128	5675	2	16:1	124	168	141
OM 353	920	D (A) 6	97 x 128	5675	2	16:1	124	168	142
OM 353	921	D (A) 6	97 x 128	5675	2	16:1	110	150	143
OM 353	922 - 923, 930 - 934, 936	D (AN) 6	97 x 128	5675	2	17:1	62-88	84-120	144
OM 353	935, 938	D (AN) 6	97 x 128	5675	2	17:1	88	120	145
OM 353	937	D (A) 6	97 x 128	5675	2	16:1	92	125	146
OM 353	939	D (A) 6	97 x 128	5675	2	16:1	124	168	147
OM 353	950, 952, 954, 970, 972	D (A) 6	97 x 128	5675	2	16:1	124	168	148
OM 353	951, 953, 971	D (A) 6	97 x 128	5675	2	16:1	124	168	149
OM 353	958	D (A) 6	97 x 128	5675	2	16:1	110	150	150
OM 353	959	D (A) 6	97 x 128	5675	2	16:1	124	168	151
OM 353	960 - 962, 980	D (AN) 6	97 x 128	5675	2	17:1	70-96	95-131	152
OM 353	973	D (A) 6	97 x 128	5675	2	16:1	92	125	153
OM 353	974 - 975	D (A) 6	97 x 128	5675	2	16:1	127	172	154
OM 353	976	D (A) 6	97 x 128	5675	2	16:1	110	150	155
OM 353	977	D (A) 6	97 x 128	5675	2	16:1	124	168	156
OM 353	978, 997	D (A) 6	97 x 128	5675	2	16:1	124	168	157
OM 353	985	D (AN) 6	97 x 128	5675	2	17:1	70	95	158
OM 353	989	D (AN) 6	97 x 128	5675	2	17:1	96	130	159
OM 353	991	D (A) 6	97 x 128	5675	2	16:1	124	168	160
OM 353	995	D (A) 6	97 x 128	5675	2	16:1	92	125	161
OM 354 Euro 2	900 - 903, 920	D (LA) 4	97,5 x 133	3972	2	18:1	77-103	105-140	180
OM 354 Euro 2	921 - 925	D (LA) 4	97,5 x 133	3972	2	18:1	103	140	181
OM 354 Euro 2	926	D (LA) 4	97,5 x 133	3972	2		103	140	182
OM 355	II.Serie	D (AN) 5	128 x 150	9651	2	17,2:1			409
OM 355	910, 912 - 913, 918	D (AN) 6	128 x 150	11581	2	17,2:1	169	230	410
OM 355	911, 915	D (AN) 6	128 x 150	11581	2	17,2:1	169	230	411
OM 355	914	D (AN) 6	128 x 150	11581	2	17,2:1	169	230	412
OM 355	916	D (AN) 6	128 x 150	11581	2	17,2:1	169	230	413
OM 355	960, 962 - 964, 966, 975 - 976	D (AN) 6	128 x 150	11581	2	17,2:1	155-177	210-240	414
OM 355	969	D (A) 6	128 x 150	11581	2	16,5:1	207	280	415
OM 355	968	D (A) 6	128 x 150	11581	2	16,5:1	191	260	416
OM 355	970, 974	D (AN) 6	128 x 150	11581	2	17,2:1	176-191	240-260	417
OM 355	975-005 (AFS), 975-006 (AFS)	D (AN) 6	128 x 150	11581	2	17,2:1	176	240	418
OM 355	976-001 (AFS), 976-002 (AFS), 976-003 (AFS), 976-004 (AFS), 976-007 (AFS)	D (AN) 6	128 x 150	11581	2	17,2:1	177	240	419




M



TRW
EngineComponents




MERCEDES-BENZ

					Cyl.		cm ³		Comp. Ratio ϵ	kW	PS	Pos
OM 355	979 - 980 (ITA), 981 - 982 (SUI)	D (AN)	6		6	128 x 150	11581	2	17,2:1	176-184	240-250	420
OM 355	983 - 984	D (AN)	6		6	128 x 150	11581	2	17,2:1	176	240	421
OM 356 Euro 1	901 - 911, 915	D (AN)	6		6	97,5 x 133	5958	2	17,25:1	95-97	129-132	183
OM 356 Euro 1	912, 914	D (AN)	6		6	97,5 x 133	5958	2	17,25:1	81-92	102-110	184
OM 356 Euro 1	913	D (AN)	6		6	97,5 x 133	5958	2	17,25:1	100	136	185
OM 356 Euro 1	916	D (AN)	6		6	97,5 x 133	5958	2	17,25:1	97	132	186
OM 356 Euro 0	940	D (A)	6		6	97,5 x 133	5958	2	17,25:1	116-129	158-175	187
OM 356 Euro 1	941, 943, 945 - 949, 951 - 953, 958 - 959	D (A)	6		6	97,5 x 133	5958	2		116-121	158-165	188
OM 356 Euro 1	944	D (A)	6		6	97,5 x 133	5958	2	16,5:1	116	158	189
OM 356 Euro 1	950, 954 - 955, 957	D (A)	6		6	97,5 x 133	5958	2		92-125	125-170	190
OM 356 Euro 1	956	D (A)	6		6	97,5 x 133	5958	2	18:1	115	156	191
OM 356 Euro 1	977 (TUR)	D (LA)	6		6	97,5 x 133	5958	2	16,5:1	177	240	192
OM 356 Euro 1	978, 980	D (LA)	6		6	97,5 x 133	5958	2	16,5:1	155-177	211-240	193
OM 356 Euro 1	979, 983, 986 - 987, 989 - 996	D (LA)	6		6	97,5 x 133	5958	2	16,5:1	155-177	211-240	194
OM 356 Euro 1	981	D (LA)	6		6	97,5 x 133	5958	2	18:1	127	173	195
OM 356 Euro 0	984 - 985	D (LA)	6		6	97,5 x 133	5958	2	16,5:1	150-155	204-211	187
OM 356 Euro 1	988	D (LA)	6		6	97,5 x 133	5958	2	16,5:1	177	240	196
OM 356 Euro 1	997 - 998	D (LA)	6		6	97,5 x 133	5958	2		132-155	170-211	197
OM 356 Euro 1	999	D (LA)	6		6	97,5 x 133	5958	2	16,5:1	177	240	198
OM 357 Euro 2	900 - 902, 904, 906, 908, 916 - 921, 927, 929, 936 - 937, 940	D (LA)	6		6	97,5 x 133	5958	2	18:1	125-177	170-240	199
OM 357 Euro 2	903, 907, 909 - 910, 915, 922, 925, 930 - 933, 941 - 944, 947 - 949, 961 - 963	D (LA)	6		6	97,5 x 133	5958	2	18:1	125-177	170-240	200
OM 357 Euro 2	912	D (LA)	6		6	97,5 x 133	5958	2	18:1	100	136	201
OM 357	913	D (LA)	6		6	97,5 x 133	5958	2	18:1	120	163	201
OM 357 Euro 2	924	D (LA)	6		6	97,5 x 133	5958	2	18:1	155	211	202
OM 357 Euro 2	926	D (LA)	6		6	97,5 x 133	5958	2	18:1	155	211	203
OM 357 Euro 2	938	D (LA)	6		6	97,5 x 133	5958	2	18:1	155	211	204
OM 357 Euro 1	945	D (LA)	6		6	97,5 x 133	5958	2	16,5:1	177	240	205
OM 357 Euro 2	946	D (LA)	6		6	97,5 x 133	5958	2	18:1	177	240	206
OM 360	910, 930, 935 - 936, 942 - 943, 960, 963, 966 - 970, 973, 975	D (AN)	6		6	115 x 140	8725	2		81-141	110-192	344
OM 360	937 - 941, 944, 946, 948 - 952, 961 - 962, 964 - 965, 971 - 972, 983	D (AN)	6		6	115 x 140	8725	2	16,8:1	125-141	170-192	345
OM 360	982	D (A)	6		6	115 x 140	8725	2	16,8:1	154	210	346
OM 362	900/-500	D (LA)	6		6	97 x 128	5675	2				162
OM 362	906, 909 - 910	D (LA)	6		6	97 x 128	5675	2	17:1	141	192	163
OM 364 Euro 1	900-004	D (AN)	4		4	97,5 x 133	3972	2				208
OM 364	900/-000	D (AN)	4		4	97,5 x 133	3972	2				210
OM 364 Euro 0	900-040	D (AN)	4		4	97,5 x 133	3972	2	17,25:1	49	67	209
OM 364 Euro 1	901-404	D (A)	4		4	97,5 x 133	3972	2				211
OM 364 Euro 0	901/-400	D (A)	4		4	97,5 x 133	3972	2				215
OM 364 Euro 2	901-507	D (LA)	4		4	97,5 x 133	3972	2				214
OM 364 Euro 0	901-500	D (LA)	4		4	97,5 x 133	3972	2				212
OM 364 Euro 1	901-504	D (LA)	4		4	97,5 x 133	3972	2				213
OM 364 Euro 0	906 - 907, 911 - 913	D (AN)	4		4	97,5 x 133	3972	2		63-66	86-90	216
OM 364 Euro 0	908 - 909	D (AN)	4		4	97,5 x 133	3972	2	17,25:1	50-57	68-78	217
OM 364	913	D (AN)	4		4	97,5 x 133	3972	2		63	86	216
OM 364 Euro 1	916 - 917	D (AN)	4		4	97,5 x 133	3972	2	19:1	58-60	79-82	218
OM 364 Euro 1	918 - 921	D (AN)	4		4	97,5 x 133	3972	2	19:1	63	86	219
OM 364 Euro 0	950, 952, 954	D (A)	4		4	97,5 x 133	3972	2	16,5:1	85	115	220
OM 364 Euro 0	951	D (A)	4		4	97,5 x 133	3972	2	16,5:1	66	90	221
OM 364 Euro 1	955 - 956	D (LA)	4		4	97,5 x 133	3972	2	16,5:1	75-77	102-105	222
OM 364 Euro 1	957 - 959	D (A)	4		4	97,5 x 133	3972	2	18:1	77	105	223
OM 364 Euro 0	979	D (A)	4		4	97,5 x 133	3972	2	16,5:1			224
OM 364 Euro 0	980	D (A)	4		4	97,5 x 133	3972	2	16,5:1	100	136	212
OM 364 Euro 0	981, 984	D (LA)	4		4	97,5 x 133	3972	2	17:1	100	136	220
OM 364 Euro 1	982, 985, 989	D (LA)	4		4	97,5 x 133	3972	2	18:1	98-100	133-136	225
OM 364 Euro 1	983	D (LA)	4		4	97,5 x 133	3972	2	18:1	102	139	226
OM 364 Euro 1	986 - 987	D (LA)	4		4	97,5 x 133	3972	2	18:1	100	136	227
OM 366 Euro 1	900-004	D (AN)	6		6	97,5 x 133	5958	2				228
OM 366 Euro 0	900/-000	D (AN)	6		6	97,5 x 133	5958	2				229
OM 366 Euro 1	901-404	D (A)	6		6	97,5 x 133	5958	2				230
OM 366 Euro 0	901/-400	D (A)	6		6	97,5 x 133	5958	2				233
OM 366 Euro 2	901-507	D (LA)	6		6	97,5 x 133	5958	2				232
OM 366 Euro 0	901-501	D (LA)	6		6	97,5 x 133	5958	2				231
OM 366 Euro 1	901-504	D (LA)	6		6	97,5 x 133	5958	2				231
OM 366 Euro 0	901-540, 901-541, 901/-500	D (LA)	6		6	97,5 x 133	5958	2		136-177	185-240	233


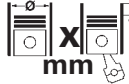
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	Cyl.	 X mm	cm ³	Comp. Ratio ε	kW	PS	Pos		
OM 366 Euro 0	905 - 910, 912 - 914, 918 - 919, 930 - 933, 935 - 937, 940	D (AN) 6	97,5 x 133	5958	2	74-102	101-139	185	
OM 366 Euro 1	911 (TUR), 915	D (AN) 6	97,5 x 133	5958	2	96	102-130	184	
OM 366 Euro 1	938	D (AN) 6	97,5 x 133	5958	2	19:1	92-102	125-139	185
OM 366 Euro 0	939	D (LA) 6	97,5 x 133	5958	2	17,25:1	81	110	234
OM 366 Euro 1	941 - 943	D (A) 6	97,5 x 133	5958	2	18:1	116	158	188
OM 366 Euro 0	944 - 946, 951 - 953, 957, 962, 966 - 971, 973 - 974, 976, 978 - 979	D (A) 6	97,5 x 133	5958	2	16,5:1	116-129	158-175	235
OM 366 Euro 0	947, 949, 955	D (A) 6	97,5 x 133	5958	2	16,5:1	92-100	125-136	236
OM 366 Euro 0	948, 963	D (A) 6	97,5 x 133	5958	2	16,5:1	115-129	156-175	237
OM 366 Euro 0	954	D (A) 6	97,5 x 133	5958	2	16,5:1	115	156	187
OM 366 Euro 0	956	D (A) 6	97,5 x 133	5958	2	16,5:1	100	136	238
OM 366 Euro 0	958, 977	D (A) 6	97,5 x 133	5958	2	16,5:1	92-100	125-136	239
OM 366 Euro 0	960, 975	D (A) 6	97,5 x 133	5958	2	16,5:1	116-129	158-175	240
OM 366 Euro 0	980 - 981, 983, 988, 990, 992 - 997	D (LA) 6	97,5 x 133	5958	2		146-155	199-211	187
OM 366 Euro 0	984	D (LA) 6	97,5 x 133	5958	2	16,5:1	148-157	201-214	237
OM 366 Euro 1	999	D (LA) 6	97,5 x 133	5958	2	17,25:1	170	231	194
OM 370 Euro 0	905	D (AN) 4	97,5 x 133	3972	2	17,25:1	66	90	241
OM 370 Euro 0	950 - 951	D (A) 4	97,5 x 133	3972	2	16,5:1	85	115	242
OM 370 Euro 0	952	D (A) 4	97,5 x 133	3972	2	16,5:1	80	110	243
OM 372 Euro 0	906 - 907	D (AN) 6	97,5 x 133	5958	2	17,25:1	100	136	229
OM 372 Euro 0	930	D (AN) 6	97,5 x 133	5958	2	17,25:1	100	136	245
OM 372 Euro 0	950 - 951, 953, 956, 958	D (A) 6	97,5 x 133	5958	2		100-125	136-170	246
OM 372 Euro 0	959 - 962, 964	D (A) 6	97,5 x 133	5958	2	16,5:1	125	170	244
OM 372 Euro 0	980 - 981	D (LA) 6	97,5 x 133	5958	2	16,5:1	150	204	246
OM 372 Euro 0	982 - 985, 987	D (LA) 6	97,5 x 133	5958	2	16,5:1	150-155	204-211	244
OM 372 Euro 0	986	D (LA) 6	97,5 x 133	5958	2	16,5:1	155	211	247
OM 374 989		D (LA) 4	97,5 x 133	3972	2	16,5:1	85	115	248
OM 374 990		D (LA) 4	97,5 x 133	3972	2	16,5:1	85	115	248
OM 374 Euro 0	900	D (AN) 4	97,5 x 133	3972	2				249
OM 374 Euro 0	900-005, 900-006, 900-007	D (AN) 4	97,5 x 133	3972	2	17,25:1	42-66	57-90	250
OM 374 Euro 1	901-000	D (A) 4	97,5 x 133	3972	2				251
OM 374	901-406, 901/-407	D (A) 4	97,5 x 133	3972	2		68-77	93-105	250
OM 374 Euro 0	905, 907 - 908	D (AN) 4	97,5 x 133	3972	2	17,25:1	66	90	252
OM 374 Euro 0	950 - 952	D (AN) 4	97,5 x 133	3972	2	16,5:1	85	115	253
OM 374 Euro 0	953	D (AN) 4	97,5 x 133	3972	2	16,5:1	80	110	254
OM 374 Euro 0	980 - 982, 984 - 985	D (A) 4	97,5 x 133	3972	2	16,5:1	100-104	136-140	254
OM 374 Euro 0	986 - 988	D (A) 4	97,5 x 133	3972	2	16,5:1	77-104	105-140	255
OM 376 Euro 0	906 - 909, 930	D (AN) 6	97,5 x 133	5958	2	17,25:1	95-100	130-136	229
OM 376 Euro 0	910	D (AN) 6	97,5 x 133	5958	2				256
OM 376 Euro 0	910-005, 910-006, 910-007, 910-008, 910-010, 910-011, 910-012, 910-013, 910-014, 910-015, 910-016	D (AN) 6	97,5 x 133	5958	2	17,25:1	69-100	94-136	257
OM 376 Euro 0	911, 952, 967	D (A) 6	97,5 x 133	5958	2	16,5:1	125-170	170-230	258
OM 376 Euro 0	911-405, 911-407, 911-408, 911-409, 911-412	D (A) 6	97,5 x 133	5958	2	16,5:1	66-121	90-165	259
OM 376 Euro 0	911-410, 911-413, 911-414, 911-415, 911-416, 911-417	D (A) 6	97,5 x 133	5958	2	16,5:1	101-134	137-182	260
OM 376 Euro 0	911-500, 911-501, 911-503, 911-510, 911-516	D (LA) 6	97,5 x 133	5958	2		154-170	210-230	259
OM 376 Euro 0	911-509, 911-515	D (LA) 6	97,5 x 133	5958	2	16,5:1	142-172	193-230	260
OM 376 Euro 0	941	D (LA) 6	97,5 x 133	5958	2	17,25:1	150	204	261
OM 376 Euro 0	945 - 947, 950 - 951, 953 - 958, 962, 964	D (A) 6	97,5 x 133	5958	2	16,5:1	100-131	136-177	262
OM 376 Euro 0	963	D (LA) 6	97,5 x 133	5958	2	16,5:1	125	170	262
OM 376 Euro 0	968 - 970, 972, 975	D (LA) 6	97,5 x 133	5958	2	16,5:1	127-156	170-210	263
OM 376 Euro 0	976 - 977	D (LA) 6	97,5 x 133	5958	2	16,5:1	127	170	264
OM 376 Euro 0	980 - 982 (USA), 987 - 989 (USA), 998 - 999 (USA)	D (LA) 6	97,5 x 133	5958	2	16,5:1	127-142	170-190	265
OM 376 Euro 0	984, 986	D (LA) 6	97,5 x 133	5958	2	16,5:1	150	204	266
OM 376 Euro 0	993	D (LA) 6	97,5 x 133	5958	2	16,5:1	150	204	267
OM 376 Euro 0	995, 997	D (LA) 6	97,5 x 133	5958	2	16,5:1	127-140	170-190	258
OM 377 Euro 0	940 - 945	D (A) 6	97,5 x 133	5958	2	16,5:1	125	170	268
OM 377 Euro 0	960, 962 - 964, 968, 972 - 973, 980 - 985	D (LA) 6	97,5 x 133	5958	2	16,5:1	140-170	190-230	268
OM 377 Euro 0	961	D (LA) 6	97,5 x 133	5958	2	16,5:1	150-170	204-230	269
OM 380 Euro 0	940	D (A) 4	97,5 x 133	3972	2	16,5:1	85	115	270
OM 380 Euro 0	942	D (A) 4	97,5 x 133	3972	2	16,5:1	85	115	271
OM 380 Euro 0	943	D (A) 4	97,5 x 133	3972	2	16,5:1	79	107	272
OM 382 Euro 0	912	D (AN) 6	97,5 x 133	5958	2	17,25:1	100	136	185

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			Cyl.	 mm	cm ³		Comp. Ratio ϵ	kW	PS	Pos
OM 382 Euro 0	913, 919, 971	D (A)	6	97,5 x 133	5958	2	16,5:1	125-150	170-204	273
OM 382 Euro 0	916 (TUR)	D (AN)	6	97,5 x 133	5958	2		96	130	274
OM 382 Euro 0	917 (TUR), 950 (TUR)	D (A)	6	97,5 x 133	5958	2		110-125	150-170	275
OM 382 Euro 0	970 (TUR)	D (LA)	6	97,5 x 133	5958	2	16,5:1	177	240	276
OM 384 Euro 0	906	D (AN)	4	97,5 x 133	3972	2	17,25:1	66	90	277
OM 384 Euro 0	907	D (A)	4	97,5 x 133	3972	2	16,5:1	85	115	278
OM 384 Euro 1	908	D (A)	4	97,5 x 133	3972	2	16,5:1	79	107	279
OM 386 Euro 0	900-409	D (A)	6	97,5 x 133	5958	2	16,5:1	125	170	280
OM 386 Euro 0	906 (INA)	D (A)	6	97,5 x 133	5958	2	16,5:1	100	136	281
OM 386 Euro 0	950 - 952 (INA)	D (A)	6	97,5 x 133	5958	2	16,5:1	125	170	282
OM 386 Euro 0	980 - 981 (INA), 983 (INA)	D (LA)	6	97,5 x 133	5958	2	16,5:1	150	204	282
OM 390 Euro 0	900-006 (AMS), 900-007, 900-405 (AMS), 900-407	D (A)	6	97,5 x 133	5958	2	16,5:1	100-127	136-173	283
OM 390 Euro 0	900-505 (AMS), 900-506, 900-508 (AMS)	D (LA)	6	97,5 x 133	5958	2	16,5:1	138-150	185-204	283
OM 390 Euro 0	900-509 (AMS)	D (LA)	6	97,5 x 133	5958	2	16,5:1	156	210	284
OM 390 Euro 0	900-510, 900-511, 900-512, 900-513, 900-515, 900-522	D (LA)	6	97,5 x 133	5958	2	16,5:1	127-156	170-210	207
OM 390 Euro 0	900-516, 900-517, 900-518, 900-519, 900-521, 900-523	D (LA)	6	97,5 x 133	5958	2	16,5:1	127-156	170-210	285
OM 390 Euro 0	900-549	D (LA)	6	97,5 x 133	5958	2	16,5:1	156	212	286
OM 394	900-005 (AFS), 900-006 (AFS), 900-007 (AFS)	D (AN)	4	97 x 128	3780	2	17:1	48-57	65-78	164
OM 394	900-009 (AFS)	D (AN)	4	97 x 128	3780	2	17:1	63	85	165
OM 396	900-005, 900-007, 900-008 (AFS), 900-009, 900-010, 900-011, 900-012, 900-020 (AFS), 900-021, 900-024, 900-026	D (AN)	6	97 x 128	5675	2	17:1	70-88	95-120	166
OM 396	900-013, 900-014, 900-015, 900-016 (AFS)	D (AN)	6	97 x 128	5675	2	17:1	81-92	110-125	167
OM 396	900-017	D (AN)	6	97 x 128	5675	2	17:1	88	120	168
OM 396	900-022 (AFS)	D (AN)	6	97 x 128	5675	2	17:1	88	120	169
OM 396	900-405 (AFS), 900-407, 900-409, 900-410, 900-415	D (AN)	6	97 x 128	5675	2	17:1	110-124	150-168	170
OM 396	900-473	D (AN)	6	97 x 128	5675	2	17:1	124	168	171
OM 401	900-001, 900/-000	D (AN)	6	125 x 130	9572	2		129	175	347
OM 401	900-400	D (A)	6	125 x 130	9572	2				347
OM 401	901/-000	D (AN)	6	125 x 142	10456	2				349
OM 401 Euro 1	901-504	D (LA)	6	125 x 130	9572	2				348
OM 401	905 - 906, 909, 914 - 916, 918 - 919, 921 - 923, 925 - 928	D (AN)	6	125 x 130	9572	2	17,2:1	141	192	350
OM 401	924	D (AN)	6	125 x 142	10456	2	17,5:1	144	196	351
OM 401 Euro 1	972 - 975, 977 - 981, 984 - 987, 989 - 991, 993 - 994	D (LA)	6	125 x 130	9572	2	16,75:1	180-230	245-313	352
OM 401 Euro 1	976	D (LA)	6	125 x 130	9572	2	16,75:1	180	245	353
OM 402	900-001, 900-003, 900-004	D (AN)	8	125 x 130	12760	2	16,75:1	147-188	188-256	354
OM 402	900-400, 900/-000	D (A)	8	125 x 130	12760	2		180	245	354
OM 402	901/-000	D (AN)	8	125 x 142	13941	2				355
OM 402 Euro 1	901/-504	D (LA)	8	125 x 130	12760	2				356
OM 402	905 - 906, 910 - 914, 916 - 917, 919, 921, 923 - 928	D (AN)	8	125 x 130	12760	2	17,2:1	177-188	240-256	357
OM 402 Euro 1	971 - 973, 975, 977 - 978, 982 - 983, 985 - 987, 989 - 990, 996	D (LA)	8	125 x 130	12760	2	16,75:1	280	381	358
OM 402 Euro 1	974	D (LA)	8	125 x 130	12760	2	16,75:1	280-295	381-401	359
OM 402 Euro 1	976	D (LA)	8	125 x 130	12760	2	16,75:1			360
OM 402 Euro 1	980 - 981, 988	D (LA)	8	125 x 130	12760	2	16,75:1	280	381	361
OM 402 Euro 1	984	D (LA)	8	125 x 130	12760	2	16,75:1	280	381	362
OM 403	900-001, 900-002, 900/-000	D (AN)	10	125 x 130	15960	2	17,2:1	184	250	363
OM 403	905 - 906	D (AN)	10	125 x 130	15960	2	17,2:1	184-236	250-320	364
OM 403	910/-000	D (AN)	10	125 x 130	15960	2				366
OM 403	910-001, 910-002, 910-003, 910-004, 910-005, 910-006	D (AN)	10	125 x 130	15960	2	17,2:1	184-236	250-320	365
OM 403	911/-000	D (AN)	10	125 x 130	15960	2				367
OM 403	915 - 917, 919, 930 - 932, 934	D (AN)	10	125 x 130	15960	2	17,2:1	236	320	368
OM 403	933, 935	D (AN)	10	125 x 130	15960	2	17,2:1	261	355	369
OM 404	900/-000	D (AN)	12	125 x 130	19140	2				370
OM 404	901/-000, 918	D (AN)	12	125 x 142	20911	2		236	320	372
OM 404	901-400	D (A)	12	125 x 142	20911	2				371
OM 407	900/-000	D (AN)	6	125 x 150	11040	2				375
OM 407	900-001	D (AN)	6	125 x 150	11040	2	17:1	155	210	373

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TRW
EngineComponents



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			Cyl.		cm ³		Comp.	kW	PS	Pos
							Ratio			
OM 407	900-002	D (AN)	6	125 x 150	11040	2	17:1	132	180	374
OM 407	901/-000	D (AN)	6	125 x 155	11412	2				377
OM 407	901-400, 901-600	D (A)	6	125 x 155	11412	2				376
OM 407	901-500	D (LA)	6	125 x 155	11412	2				376
OM 407	920	D (AN)	6	125 x 155	11412	2	16,5:1	177	240	378
OM 407	930 - 932 (AFS)	D (AN)	6	125 x 155	11412	2	16,5:1	162	220	379
OM 407	951	D (A)	6	125 x 155	11412	2	16,5:1	206	280	380
OM 407	952 - 953 (AFS)	D (A)	6	125 x 155	11412	2	16,5:1	206	280	381
OM 407	954 (AFS)	D (LA)	6	125 x 155	11412	2	16,5:1	235	320	382
OM 407	956 (AFS)	D (A)	6	125 x 155	11412	2	16,5:1	206	280	383
OM 409	901-000	D (AN)	5	125 x 150	9204	2				384
OM 409	906 - 908 (AFS)	D (AN)	5	125 x 150	9204	2	17:1	135	183	385
OM 421	900/-000	D (AN)	6	128 x 142	10965	2				422
OM 421	901/-400	D (A)	6	128 x 142	10965	2				424
OM 421	901-410	D (A)	6	128 x 142	10965	2				423
OM 421	901-500, 901-510	D (LA)	6	128 x 142	10965	2				423
OM 421	905	D (AN)	6	128 x 142	10965	2	16,9:1	159	216	425
OM 421	906 - 907, 910	D (AN)	6	128 x 142	10965	2	16,9:1	159	216	426
OM 421	909	D (AN)	6	128 x 142	10965	2	16,9:1	159	216	427
OM 421	923, 967	D (AN)	6	128 x 142	10965	2	16,9:1	159	216	428
OM 422	900/-000	D (AN)	8	128 x 142	14618	2				429
OM 422	901, 953, 955	D (LA)	8	128 x 142	14618	2		276	375	430
OM 422	901-400	D (A)	8	128 x 142	14618	2				431
OM 422	901-410	D (A)	8	128 x 142	14618	2		206	280	432
OM 422	901-500	D (LA)	8	128 x 142	14618	2				432
OM 422	905 - 915, 918 - 923	D (AN)	8	128 x 142	14618	2	16,9:1	184-206	250-280	433
OM 422	916	D (AN)	8	128 x 142	14618	2	16,9:1	206	280	434
OM 422	952, 954, 956	D (A)	8	128 x 142	14618	2		243	330	430
OM 422	957 - 958	D (A)	8	128 x 142	14618	2	16,25:1	243	330	435
OM 422	959	D (LA)	8	128 x 142	14618	2	16,25:1	276	375	435
OM 423	900/-000	D (AN)	10	128 x 142	18273	2				436
OM 423	901	D (A)	10	128 x 142	18273	2		346	470	437
OM 423	901-400, 901-500	D (A)	10	128 x 142	18273	2				438
OM 423	901-510	D (LA)	10	128 x 142	18273	2		346	470	438
OM 423	905 - 908	D (AN)	10	128 x 142	18273	2	16,9:1	261	355	439
OM 423	909	D (AN)	10	128 x 142	18273	2	16,9:1	261	355	440
OM 423	950	D (LA)	10	128 x 142	18273	2	16,25:1	368	500	441
OM 424	900/-000	D (AN)	12	128 x 142	21930	2				442
OM 424	901	D (LA)	12	128 x 142	21930	2		441	600	443
OM 424	901-400	D (A)	12	128 x 142	21930	2				444
OM 424	901-500, 901-510	D (LA)	12	128 x 142	21930	2		441	600	444
OM 427	900/-000	D (AN)	6	128 x 155	11970	2				445
OM 427	901/-200	D (AN)	6	128 x 155	11970	2				446
OM 427	902/-400	D (LA)	6	128 x 155	11970	2				448
OM 427	902-500	D (LA)	6	128 x 155	11970	2				447
OM 427	903/-600	D (A)	6	128 x 155	11970	2				449
OM 427	951 - 952	D (A)	6	128 x 155	11970	2	16,25:1	206	280	450
OM 429	951 (USA)	D (A)	5	128 x 155	9973	2	17,25:1	175	238	451
OM 429	953 (USA)	D (A)	5	128 x 155	9973	2	17,25:1	186	250	452
OM 429	955 (USA)	D (LA)	5	128 x 155	9973	2	17,25:1	186	253	453
OM 440 Euro 1	907	D (AN)	8	130 x 142	15080	2	18:1	195	265	573
OM 440	909	D (AN)	8	130 x 142	15080	2	16,9:1	195	265	574
OM 440	910 - 911	D (AN)	8	130 x 142	15080	2	16,9:1	195	265	575
OM 440 Euro 1	940 - 941	D (A)	8	128 x 142	14618	2	18:1	250	340	454
OM 440 Euro 1	942	D (A)	8	128 x 142	14618	2	18:1	250	340	455
OM 440 Euro 1	945	D (A)	8	128 x 142	14618	2	18:1	250	340	456
OM 440 Euro 1	948	D (A)	8	128 x 142	14618	2	18:1	269	366	457
OM 440 Euro 1	970, 973	D (LA)	8	128 x 142	14618	2	16,75:1	320-370	435-503	458
OM 440 Euro 1	971, 975 - 976	D (LA)	8	128 x 142	14618	2	16,75:1	370	503	459
OM 440 Euro 1	972	D (LA)	8	128 x 142	14618	2	16,75:1	320	435	460
OM 440 Euro 1	978 - 979	D (LA)	8	128 x 142	14618	2		320	435	461
OM 440 Euro 1	980 - 986, 991	D (LA)	8	128 x 142	14618	2		320-370	435-503	462
OM 440 Euro 1	987 - 990	D (LA)	8	128 x 142	14618	2	16,75:1	280	381	463
OM 441 Euro 1	900-004	D (AN)	6	130 x 142	11309	2				576
OM 441	900/-000	D (AN)	6	130 x 142	11309	2				577
OM 441 Euro 0	901	D (A)	6	128 x 142	10965	2		250	340	464
OM 441	901	D (A)	6	128 x 142	10965	2		250	340	464
OM 441 Euro 1	901	D (A)	6	128 x 142	10965	2		250	340	464

















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TRW
EngineComponents










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				Cyl.	mm	cm ³		Comp. Ratio	€	kW	PS	Pos							
OM 441 Euro 1	901-400	D (A)	6	128 x 142	10965	2						465							
OM 441 Euro 0	901-400	D (A)	6	128 x 142	10965	2						465							
OM 441 Euro 2	901-400	D (A)	6	128 x 142	10965	2						465							
OM 441	901-400	D (A)	6	128 x 142	10965	2						465							
OM 441	901-500, 901-520	D (LA)	6	128 x 142	10965	2						465							
OM 441 Euro 0	901-500, 901-520	D (LA)	6	128 x 142	10965	2						465							
OM 441 Euro 1	901-500, 901-520	D (LA)	6	128 x 142	10965	2						465							
OM 441 Euro 2	901-500, 901-520	D (LA)	6	128 x 142	10965	2						465							
OM 441 Euro 2	901-504, 901-507	D (LA)	6	128 x 142	10965	2						390							
OM 441 Euro 1	901-504, 901-507	D (LA)	6	128 x 142	10965	2						390							
OM 441 Euro 1	901-505	D (LA)	6	128 x 142	10965	2						466							
OM 441 Euro 0	901-505	D (LA)	6	128 x 142	10965	2						466							
OM 441 Euro 0	901-505	D (LA)	6	128 x 142	10965	2						467							
OM 441 Euro 2	901-505	D (LA)	6	128 x 142	10965	2						466							
OM 441	901-505	D (LA)	6	128 x 142	10965	2						466							
OM 441 Euro 1	901-530	D (LA)	6	128 x 142	10965	2				250	340	468							
OM 441 Euro 2	901-530	D (LA)	6	128 x 142	10965	2				250	340	468							
OM 441	901-530	D (LA)	6	128 x 142	10965	2				250	340	468							
OM 441 Euro 0	901-530	D (LA)	6	128 x 142	10965	2				250	340	468							
OM 441	905, 913 - 919, 923	D (AN)	6	130 x 142	11309	2	16,9:1	153-165	208-224			578							
OM 441	906 - 907	D (AN)	6	130 x 142	11309	2	16,9:1	150	204			579							
OM 441	912, 920, 924, 926 - 927	D (AN)	6	130 x 142	11309	2	16,9:1	153-165	208-224			580							
OM 441	925	D (AN)	6	130 x 142	11309	2	16,9:1	160	218			581							
OM 441 Euro 1	932 - 933	D (AN)	6	130 x 142	11309	2	18:1	151	205			582							
OM 441 Euro 0	951, 960 - 962, 981 - 983, 985	D (LA)	6	128 x 142	10965	2				250	340	469							
OM 441	951, 981 - 983	D (LA)	6	128 x 142	10965	2				250	340	469							
OM 441 Euro 0	955	D (A)	6	128 x 142	10965	2				200	272	470							
OM 441 Euro 1	986 - 989, 991 - 993, 996 - 999	D (LA)	6	128 x 142	10965	2	16,25:1	230-250	313-340			471							
OM 441 Euro 1	990	D (LA)	6	128 x 142	10965	2				250	340	472							
OM 442	900/-000	D (AN)	8	130 x 142	15080	2						584							
OM 442 Euro 1	900-004	D (AN)	8	130 x 142	15080	2						583							
OM 442 Euro 1	901/-400	D (LA)	8	128 x 142	14618	2						482							
OM 442 Euro 0	901/-400	D (LA)	8	128 x 142	14618	2						482							
OM 442	901/-400	D (LA)	8	128 x 142	14618	2						482							
OM 442 Euro 1	901-404	D (A)	8	128 x 142	14618	2						473							
OM 442 Euro 1	901-500	D (LA)	8	128 x 142	14618	2						474							
OM 442 Euro 0	901-500	D (LA)	8	128 x 142	14618	2						474							
OM 442	901-500	D (LA)	8	128 x 142	14618	2						474							
OM 442 Euro 0	901-501	D (LA)	8	128 x 142	14618	2						475							
OM 442	901-501	D (LA)	8	128 x 142	14618	2						475							
OM 442 Euro 1	901-501	D (LA)	8	128 x 142	14618	2						475							
OM 442 Euro 1	901-502	D (LA)	8	128 x 142	14618	2						476							
OM 442 Euro 0	901-502	D (LA)	8	128 x 142	14618	2						476							
OM 442	901-502	D (LA)	8	128 x 142	14618	2						476							
OM 442 Euro 1	901-504	D (LA)	8	128 x 142	14618	2						477							
OM 442 Euro 1	901-505, 901-506	D (LA)	8	128 x 142	14618	2						478							
OM 442 Euro 2	901-507	D (LA)	8	128 x 142	14618	2						479							
OM 442 Euro 2	901-508	D (LA)	8	128 x 142	14618	2						480							
OM 442 Euro 1	901-520	D (LA)	8	128 x 142	14618	2						481							
OM 442 Euro 2	901-520	D (LA)	8	128 x 142	14618	2						481							
OM 442 Euro 0	901-520	D (LA)	8	128 x 142	14618	2						481							
OM 442	901-520	D (LA)	8	128 x 142	14618	2						481							
OM 442	905 - 909, 914 - 917, 922 - 924	D (AN)	8	130 x 142	15080	2	16,9:1	191-218	260-296			585							
OM 442	920 - 921, 925 - 929, 932 - 935	D (AN)	8	130 x 142	15080	2	16,9:1	195-213	265-290			586							
OM 442 Euro 0	941 - 946, 950, 952, 957, 959	D (A)	8	128 x 142	14618	2				260-269	354-366	483							
OM 442 Euro 0	951, 953	D (LA)	8	128 x 142	14618	2				320-329	435-447	484							
OM 442 Euro 0	958	D (A)	8	128 x 142	14618	2	16,25:1	269	366			485							
OM 442 Euro 0	962 - 966, 968, 971 - 972, 976	D (A)	8	128 x 142	14618	2				269	366	486							
OM 442 Euro 0	967	D (A)	8	128 x 142	14618	2	16,25:1	269	366			487							
OM 442 Euro 0	969-502 (USA), 969-503 (USA)	D (LA)	8	128 x 142	14618	2	16,25:1	261-298	350-400			488							
OM 442 Euro 0	969-504 (USA)	D (LA)	8	128 x 142	14618	2	16,25:1	261	350			489							
OM 442 Euro 0	974 - 975, 991	D (LA)	8	128 x 142	14618	2				269-362	366-492	490							
OM 442 Euro 1	977 - 978	D (A)	8	128 x 142	14618	2	18:1	250	340			491							
OM 442 Euro 0	980, 982 - 983	D (LA)	8	128 x 142	14618	2				320-329	435-447	492							
OM 442 Euro 0	985, 989	D (LA)	8	128 x 142	14618	2				362	492	493							
OM 442	989	D (LA)	8	128 x 142	14618	2				362	492	493							
OM 442 Euro 0	993 - 994	D (LA)	8	128 x 142	14618	2				362	492	494							
OM 442 Euro 1	997 - 998	D (LA)	8	128 x 142	14618	2	16,75:1	370	503			495							

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				Cyl.	mm	cm ³	ε	kW	PS	Pos	
OM 442 Euro 1	999	D (LA)	8		128 x 142	14618	2	16,75:1	370	503	496
OM 443	900/-000	D (AN)	10		130 x 142	18848	2				587
OM 443	901/-400	D (A)	10		128 x 142	18273	2				499
OM 443 Euro 0	901/-400	D (A)	10		128 x 142	18273	2				499
OM 443 Euro 1	901/-400	D (A)	10		128 x 142	18273	2				499
OM 443 Euro 0	901-500	D (LA)	10		128 x 142	18273	2				497
OM 443 Euro 1	901-504	D (LA)	10		128 x 142	18273	2				498
OM 443	905	D (AN)	10		130 x 142	18848	2	16,9:1	271	369	588
OM 443 Euro 0	940	D (A)	10		128 x 142	18273	2		340	462	500
OM 443 Euro 0	980	D (LA)	10		128 x 142	18273	2		412	560	501
OM 444 Euro 0	901/-400, 901/-400	D (A)	12		128 x 142	21920	2				504
OM 444 Euro 0	901-410, 901-505, 901-506	D (LA)	12		128 x 142	21920	2				502
OM 444 Euro 0	901-500, 901-500	D (LA)	12		128 x 142	21920	2				503
OM 445 Euro 2	920 - 927, 929 - 931, 933, 936 - 941	D (LA)	6		128 x 142	10965	2	17,25:1	180-250	245-340	505
OM 446 Euro 2	920, 922, 932, 935 - 936, 939 - 943, 945 - 946, 948	D (LA)	8		128 x 142	14618	2	17,25:1	320-390	435-530	506
OM 446 Euro 2	923	D (LA)	8		128 x 142	14618	2	17,25:1	320	435	507
OM 446 Euro 2	924 - 931, 934	D (LA)	8		128 x 142	14618	2	17,25:1	280	381	508
OM 447	900/-000	D (AN)	6		128 x 155	11970	2				509
OM 447 Euro 1	901-204	D (AN)	6		128 x 155	11970	2				510
OM 447	901/-200	D (AN)	6		128 x 155	11970	2				511
OM 447	902	D (LA)	6		128 x 155	11970	2				512
OM 447	902-400	D (A)	6		128 x 155	11970	2				513
OM 447	902-500	D (LA)	6		128 x 155	11970	2				513
OM 447	902-501	D (LA)	6		128 x 155	11970	2				514
OM 447	902-520, 902-521	D (LA)	6		128 x 155	11970	2				515
OM 447 Euro 2	903	D (LA)	6		128 x 155	11970	2		184	250	516
OM 447 Euro 0	903-501	D (A)	6		128 x 155	11970	2				517
OM 447 Euro 1	903-600	D (A)	6		128 x 155	11970	2				518
OM 447 Euro 0	903-600	D (A)	6		128 x 155	11970	2				518
OM 447 Euro 1	903-604	D (A)	6		128 x 155	11970	2	18:1			519
OM 447 Euro 0	903-701	D (LA)	6		128 x 155	11970	2	16,25			520
OM 447 Euro 1	903-704	D (LA)	6		128 x 155	11970	2	18:1			521
OM 447 Euro 0	903-705	D (LA)	6		128 x 155	11970	2				518
OM 447 Euro 1	903-705	D (LA)	6		128 x 155	11970	2				518
OM 447 Euro 2	903-705	D (LA)	6		128 x 155	11970	2				518
OM 447 Euro 2	903-707	D (LA)	6		128 x 155	11970	2				522
OM 447 Euro 0	952 - 953	D (A)	6		128 x 155	11970	2	16,25:1	206	280	523
OM 447	969-501 (USA), 969-502 (USA), 969-503 (USA)	D (LA)	6		128 x 155	11970	2		224-261	300-350	524
OM 447 Euro 1	982 - 983	D (LA)	6		128 x 155	11970	2	18:1	220	300	525
OM 447 Euro 2	988, 994	D (LA)	6		128 x 155	11970	2	18:1	220	300	526
OM 457 Euro 2/3	914, 917	D (LA)	6		128 x 155	11970	4	17,25:1	250	340	527
OM 457 Euro 2/3	915 - 916, 918	D (LA)	6		128 x 155	11970	4	17,25:1	260-315	354-428	528
OM 457 Euro 2/3	919, 924	D (LA)	6		128 x 155	11970	4	17,25:1	280-315	380-428	529
OM 457 Euro 2/3	920, 923	D (LA)	6		128 x 155	11970	4	17,25:1	280	380	530
OM 457 Euro 2/3	922, 928, 931	D (LA)	6		128 x 155	11970	4	17,25:1	280-320	380-435	531
OM 457 Euro 2/3	927	D (LA)	6		128 x 155	11970	4	17,25:1	290	400	532
OM 457 Euro 2/3	936 - 937	D (LA)	6		128 x 155	11970	4	17,25:1	260-300	354-408	533
OM 457 Euro 2/3	939, 945 - 946	D (LA)	6		128 x 155	11970	4	17,25:1	220-260	299-354	534
OM 457 Euro 2/3	947, 960	D (LA)	6		128 x 155	11970	4	17,25:1	260-315	354-428	535
OM 457 Euro 4	952, 954, 966	D (LA)	6		128 x 155	11970	4	17,25:1	220-260	299-354	536
OM 457 Euro 4	953	D (LA)	6		128 x 155	11970	4	17,25:1	260-315	354-428	537
OM 457 Euro 4	967	D (LA)	6		128 x 155	11970	4	17,25:1	260	354	538
OM 457 Euro 4	968 - 969	D (LA)	6		128 x 155	11970	4	17,25:1	265-315	360-428	539
OM 458 Euro 2	960, 970, 980	D (LA)	6		128 x 155	11970	4	17,25:1	260-335	354-456	540
OM 460 Euro 3	900 - 909 (USA), 920 - 923, 925, 929, 931	D (LA)	6		128 x 166	12816	4	18:1	261-336	350-457	541
OM 460 Euro 3	910 - 919	D (LA)	6		128 x 166	12816	4	18:1	261-336	360-450	542
OM 460 Euro 3	926, 934 - 943, 946 - 949, 961	D (LA)	6		128 x 166	12816	4		261-336	350-450	543
OM 460 Euro 3	927, 932 - 933, 944 - 945	D (LA)	6		128 x 166	12816	4	18:1	261-336	350-450	544
OM 460 Euro 3	950 - 951, 975 - 981	D (LA)	6		128 x 166	12816	4	18:1	261-360	350-489	545
OM 460 Euro 3	960, 970 - 971	D (LA)	6		128 x 166	12816	4	18:1	261-338	350-457	546
OM 462	900-010, 900-011 (AFS), 900-012, 900-013 (AFS)	D (AN)	8		130 x 142	15080	2	16,9:1	195-203	265-276	589
OM 462 Euro 0	900-410 (AFS)	D (A)	8		128 x 142	14618	2	16,25	260	354	547
OM 462 Euro 0	900-411 (AFS)	D (A)	8		128 x 142	14618	2	16,25	269	366	548
OM 462 Euro 0	900-414	D (A)	8		128 x 142	14618	2	16,25	269	366	549
OM 462 Euro 0	900-510 (AFS)	D (LA)	8		128 x 142	14618	2	16,25	320	435	547









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TRW
EngineComponents



MERCEDES-BENZ

											
				Cyl.	mm	cm ³		Comp. Ratio	kW	PS	Pos
								ε			
OM 462 Euro 0	900-511 (AFS)	D (LA)	8	128 x 142	14618	2	16,25	329	447	548	
OM 463	900-010	D (AN)	10	130 x 142	18848	2	16,9:1	260-271	354-368	590	
OM 466	900-005 (AFS)	D (A)	6	128 x 155	11970	2	16,25	175	238	550	
OM 466	900-405	D (A)	6	128 x 155	11970	2	16,25	175	238	551	
OM 466	900-505	D (A)	6	128 x 155	11970	2	16,25	265	360	552	
OM 475	907	D (LA)	5	128 x 155	9973	2	16,25:1	221	300	553	
OM 475	907-505, 907-506	D (LA)	5	128 x 155	9973	2	16,25:1	221	300	554	
OM 475	950 - 951 (BRA), 954 (BRA)	D (A)	5	128 x 155	9973	2	16,25:1	184	250	555	
OM 475	974 (AFS/LAM), 976 - 979 (AFS/LAM)	D (LA)	5	128 x 155	9973	2	16,25:1	205-235	280-320	552	
OM 475	982 (AFS/LAM)	D (LA)	5	128 x 155	9973	2	16,25:1	221	300	550	
OM 475 Euro 1	985 - 986 (AFS/LAM), 989 (AFS/LAM), 991 (AFS/LAM)	D (LA)	5	128 x 155	9973	2	16,25:1	184-224	250-305	556	
OM 475 Euro 1	994	D (LA)	5	128 x 155	9973	2	16,25:1	184	250	557	
OM 476	916 - 917, 950 (BRA)	D (A)	6	128 x 155	11970	2		215-287	292-390	558	
OM 476	916-405, 916-406, 917-505, 917-506	D (A)	6	128 x 155	11970	2		213-310	290-422	559	
OM 476	917-508	D (A)	6	128 x 155	11970	2	16,25:1	294	400	560	
OM 476 Euro 2	971 (BRA), 973, 978 - 979 (BRA)	D (LA)	6	128 x 155	11970	2		264	360	561	
OM 476	980 (BRA), 982 - 983 (BRA)	D (LA)	6	128 x 155	11970	2		257-294	350-400	558	
OM 476	986 (BRA)	D (LA)	6	128 x 155	11970	2	16,6:1	257	350	562	
OM 476	987 (BRA)	D (LA)	6	128 x 155	11970	2	16,6:1	257	350	563	
OM 476	988 (BRA), 991 (BRA)	D (LA)	6	128 x 155	11970	2		257	350	561	
OM 481	902 (TUR)	D (AN)	6	128 x 142	10965	2	16,9:1	159	216	564	
OM 481	904 (TUR)	D (AN)	6	128 x 142	10965	2	16,9:1	159	216	565	
OM 481	912 (TUR), 940 - 941 (TUR)	D (AN)	6	128 x 142	10965	2	16,9:1	206-269	280-366	428	
OM 482	912 (TUR)	D (AN)	8	128 x 142	14618	2	16,9:1	206	280	566	
OM 482	940 - 941 (TUR)	D (A)	8	128 x 142	14618	2	16,25:1	269	366	567	
OM 485	980 (BRA)	D (LA)	5	128 x 155	9973	2		221	300	555	
OM 492	900-001 (AFS), 900-002 (AFS), 900-004 (AFS), 900-005, 900-007, 900-008, 900-009	D (AN)	8	128 x 142	14618	2	16,9:1	184-206	250-280	568	
OM 492	900-010, 900-013	D (AN)	8	128 x 142	14618	2	16,9:1	206	280	569	
OM 492	900-405 (AFS), 900-406 (AFS), 900-409 (AFS), 900-411 (AFS)	D (A)	8	128 x 142	14618	2	16,25:1	221-243	300-330	570	
OM 492	900-501 (AFS)	D (LA)	8	128 x 142	14618	2	16,25:1	276	375	570	
OM 493	900-001 (AFS)	D (AN)	10	128 x 142	18273	2	16,9:1	261	355	571	
OM 493	900-501 (AFS)	D (AN)	10	128 x 142	18273	2	16,9:1	368	500	572	
OM 495	900-001 (AFS), 900-002 (AFS), 900-003 (AFS), 900-009 (AFS), 900-010 (AFS)	D (AN)	5	125 x 150	9204	2	17:1	135	183	386	
OM 496	900-001 (AFS), 900-002 (AFS), 900-003 (AFS), 900-023 (AFS), 900-026 (AFS), 900-027 (AFS), 900-030 (AFS), 900-031 (AFS), 900-034 (AFS), 900-035 (AFS)	D (AN)	6	125 x 155	11412	2	16,5:1	147-162	200-220	386	
OM 496	900-201 (AFS)	D (AN)	6	125 x 155	11412	2	16,5:1	147	200	387	
OM 496	900-401 (AFS), 900-402 (AFS), 900-425 (AFS), 900-426 (AFS), 900-429 (AFS), 900-430 (AFS), 900-431 (AFS)	D (AN)	6	125 x 155	11412	2	16,5:1	202-206	275-280	388	
OM 496	900-501 (AFS)	D (AN)	6	125 x 155	11412	2	16,5:1	235	320	389	
OM 521 Euro 2	940	D (LA)	6	130 x 150	11946	4	17,25:1	315	428	591	
OM 521 Euro 2	950 - 951	D (LA)	6	130 x 150	11946	4	17,25:1	260	354	592	
OM 522 Euro 2	940 - 943, 950	D (LA)	8	130 x 150	15928	4	17,25:1	362-530	496-721	593	
OM 541 Euro 2	920 - 922, 924 - 928, 949	D (LA)	6	130 x 150	11946	4	17,25:1	230-355	313-455	594	
OM 541 Euro 2	923	D (LA)	6	130 x 150	11946	4	17,25:1	290	394	595	
OM 541 Euro 2/3	940 - 945, 947 - 948, 950 - 952	D (LA)	6	130 x 150	11946	4	17,25:1	230-355	313-483	594	
OM 541 Euro 2/3	946	D (LA)	6	130 x 150	11946	4	17,25:1	315-320	428-435	596	
OM 541 Euro 4/5	953, 959	D (LA)	6	130 x 150	11946	4	18,5:1	300-320	408-435	597	
OM 541 Euro 4/5	970, 980	D (LA)	6	130 x 150	11946	4	18,5:1	235-335	320-455	598	
OM 541 Euro 4/5	971, 973, 975, 977, 979	D (LA)	6	130 x 150	11946	4	18,5:1	235-350	320-476	599	
OM 541 Euro 4/5	972, 974, 976, 978	D (LA)	6	130 x 150	11946	4	18,5:1	265-350	360-476	600	
OM 541 Euro 4/5	981	D (LA)	6	130 x 150	11946	4	18,5:1	335	455	601	
OM 542 Euro 2	920 - 926	D (LA)	8	130 x 150	15928	4	17,25:1	350-420	476-571	602	
OM 542 Euro 2/3	940 - 945, 947	D (LA)	8	130 x 150	15928	4	17,25:1	350-425	476-587	602	
OM 542 Euro 2	956 - 957	D (LA)	8	130 x 150	15928	4	17,25:1	448	609	603	
OM 542 Euro 2/3	958	D (LA)	8	130 x 150	15928	4	17,25:1	450	612	604	
OM 542 Euro 4/5	965, 971	D (LA)	8	130 x 150	15928	4	18,5:1	440-448	598-609	599	
OM 542 Euro 4/5	970	D (LA)	8	130 x 150	15928	4	18,5:1	448	609	601	
OM 601	900/-000	D (AN)	4	89 x 92,4	2299	2				44	
OM 601	911	D (AN)	4	87 x 84	1997	2		53	72	7	
OM 601	912	D (AN)	4	87 x 84	1997	2	22:1	53-55	72-75	8	
OM 601	913	D (AN)	4	87 x 84	1997	2	22:1	55	75	9	



M



TRW
EngineComponents



MERCEDES-BENZ



			Cyl.		cm ³		Comp.	kW	PS	Pos
							Ratio			
OM 601	940 - 943	D (AN)	4	89 x 92,4	2299	2		58-60	79-82	45
OM 601	970	D (LA)	4	89 x 92,4	2299	2	19,5:1	72	98	46
OM 602	900/-000	D (AN)	5	89 x 92,4	2874	2				47
OM 602	911 - 912, 930	D (AN)	5	87 x 84	2497	2	22:1	69	94	10
OM 602	931, 938 - 939	D (AN)	5	87 x 84	2497	2	22:1	62-69	84-94	11
OM 602	940 - 942, 946 - 948, 991	D (AN)	5	89 x 92,4	2874	2	21:1	70-72	95-98	48
OM 602	961	D (A)	5	87 x 84	2497	2	22:1	93	126	12
OM 602	962	D (A)	5	87 x 84	2497	2	22:1	93	126	13
OM 602	970	D (A)	5	87 x 84	2497	2	19,5:1	93	126	14
OM 602 Euro 2	981	D (LA)	5	89 x 92,4	2874	2	19,5:1	85-90	116-122	49
OM 602 Euro 2	989	D (LA)	5	89 x 92,4	2874	2	19,5:1	80	109	50
OM 602	993	D (A)	5	87 x 84	2497	2	22:1	93	126	15
OM 603	912 - 913	D (AN)	6	87 x 84	2996	2	22:1	80-83	109-113	16
OM 603	931	D (AN)	6	87 x 84	2996	2	22:1	80	109	17
OM 603	950/-400	D (A)	6	87 x 84	2996	2	22:1	100	136	18
OM 603	960	D (A)	6	87 x 84	2996	2	22:1	105-108	143-147	19
OM 603	963	D (A)	6	87 x 84	2996	2	22:1	108	147	20
OM 603	971 - 972	D (A)	6	89 x 92,4	3449	2	19,5:1	100-110	136-150	51
OM 611	960	D (LA)	4	88 x 88,3	2148	4	19:1	75-92	102-125	33
OM 611	961	D (LA)	4	88 x 88,3	2151	4	19:1	75-105	102-143	34
OM 611	962	D (LA)	4	88 x 88,3	2151	4	18:1	85-105	116-143	35
OM 611	980	D (LA)	4	88 x 88,3	2151	4	18:1	60-90	82-122	36
OM 611 Euro 3	981	D (LA)	4	88 x 88,3	2151	4	18:1	80	109	37
OM 611 Euro 3	987	D (LA)	4	88 x 88,3	2151	4	18:1	60	82	38
OM 612	961 - 963	D (LA)	5	88 x 88,3	2687	4		120-125	163-170	39
OM 612	965	D (LA)	5	88 x 88,3	2687	4	19:1	120	163	40
OM 612	966 - 967	D (LA)	5	88 x 88,3	2687	4		115-125	156-170	41
OM 612 Euro 3	981	D (LA)	5	88 x 88,3	2686	4	18:1	110	150	42
OM 615	911, 914	D (AN)	4	87 x 92,4	2197	2	21:1	33-44	45-60	21
OM 615	913	D (AN)	4	87 x 83,6	1988	2	21:1	40	55	22
OM 615	916	D (AN)	4	87 x 92,4	2197	2	21:1	40	54	23
M OM 615	918/-000	D (AN)	4	87 x 92,4	2197	2	21:1	40	54	24
OM 615	919, 930, 935	D (AN)	4	87 x 92,4	2197	2	21:1	38-44	51-60	25
OM 615	932	D (AN)	4	87 x 92,4	2197	2	21:1	44	60	26
OM 615	960 (ESP)	D (AN)	4	87 x 83,6	1988	2	21:1	44	60	27
OM 615	961 - 962 (ESP), 970 (ESP)	D (AN)	4	87 x 83,6	1988	2		43-44	58-60	28
OM 615	962-001 (ESP), 962-002 (ESP)	D (AN)	4	87 x 83,6	1988	2	21:1	27-43	37-58	29
OM 615	963	D (AN)	4	87 x 83,6	1988	2	21:1	43	58	30
OM 615	964 - 966 (ESP), 967 (POR), 968 (ESP), 969 (POR)	D (AN)	4	87 x 83,6	1988	2	21:1	40	55	31
OM 616	910	D (AN)	4	90,9 x 92,4	2399	2		53	72	58
OM 616	911, 932 - 933	D (AN)	4	90,9 x 92,4	2399	2		38-44	52-60	59
OM 616	912	D (AN)	4	90,9 x 92,4	2399	2		48-53	65-72	60
OM 616	915, 930 - 931	D (AN)	4	92 x 92,4	2448	2	21:1	38-44	52-60	71
OM 616	916	D (AN)	4	90,9 x 92,4	2399	2	21:1	48	65	61
OM 616	917	D (AN)	4	90,9 x 92,4	2399	2		48	65	62
OM 616	918	D (AN)	4	90,9 x 92,4	2399	2		35-48	48-65	63
OM 616	919/-000	D (AN)	4	90,9 x 92,4	2399	2	21:1			64
OM 616	942 - 944	D (AN)	4	90,9 x 92,4	2399	2	21:1	38-44	52-60	65
OM 616	960 - 962 (ESP)	D (AN)	4	90,9 x 92,4	2399	2		52-53	72	66
OM 616	962-001 (ESP), 962-002 (ESP), 962-003 (ESP), 962-004 (ESP), 962-005 (ESP), 962-007 (ESP), 962-008 (ESP), 962-009 (ESP)	D (AN)	4	90,9 x 92,4	2399	2	21:1	33-53	45-72	57
OM 616	963	D (AN)	4	90,9 x 92,4	2399	2	21:1	53-56	72-76	67
OM 617	910	D (AN)	5	90,9 x 92,4	2998	2	21:1	59	80	68
OM 617	912	D (AN)	5	90,9 x 92,4	2998	2	21:1	59-65	80-88	69
OM 617	919/-000	D (AN)	5	90,9 x 92,4	2998	2	21:1	39-48	53-65	70
OM 621	916, 931	D (AN)	4	87 x 83,6	1988	2	21:1	25-29	34-39	32
OM 636	900, 914 - 918, 930 - 941, 944, 946 - 947, 955 - 957, 959 - 960	D (AN)	4	75 x 100	1767	2		15-32	21-43	1
OM 646	992	D (LA)	4	88 x 88,3	2151	4	18:1			43
OM 661	911	D (AN)	4	89 x 92,4	2299	2	21:1	58	79	52
OM 662	911	D (AN)	5	89 x 92,4	2874	2	21:1	70	95	53
OM 900	910	D (LA)	4	102 x 130	4250	3	17,4:1	128	170	291
OM 900 Euro 4	911, 915 - 922	D (LA)	4	102 x 130	4250	3	17,4:1	95-130	129-177	292
OM 902	910 - 912	D (LA)	6	102 x 130	6374	3		172-194	230-260	293
OM 902 Euro 4	913, 915, 923, 925 - 927	D (LA)	6	102 x 130	6374	3	17,4:1	175-210	238-286	294



TRW
EngineComponents





MERCEDES-BENZ

			Cyl.		cm³		Comp. Ratio ϵ	kW	PS	Pos
OM 902	919 - 922		D (LA) 6	102 x 130	6374	3		142-194	190-260	295
OM 902 Euro 4	924, 930 - 934, 936		D (LA) 6	102 x 130	6374	3	17,4:1	175-210	238-286	292
OM 902 Euro 3	935		D (LA) 6	102 x 130	6374	3	18:1	100	136	296
OM 902 Euro 3	937 - 939		D (LA) 6	102 x 130	6374	3		180	245	297
OM 904 Euro 2	903 - 912, 918 - 925, 929 - 931, 938, 941, 943, 955, 957, 959, 962		D (LA) 4	102 x 130	4250	3	17,4:1	75-135	102-184	298
OM 904 Euro 2	914 - 917, 927 - 928, 936, 942, 950 - 953, 961		D (LA) 4	102 x 130	4250	3		90-130	122-177	299
OM 904 Euro 3	914 - 917, 927 - 928, 936, 942, 950 - 953, 961		D (LA) 4	102 x 130	4250	3		90-130	122-177	299
OM 904	914 - 917, 927 - 928, 936, 942, 950 - 953, 961		D (LA) 4	102 x 130	4250	3		90-130	122-177	299
OM 904 Euro 2	926 (USA), 932 (MEX), 933 (USA), 934 - 935 (MEX), 937 (USA), 939 - 940 (USA), 945, 948 - 949, 956 (MEX), 964 - 968, 970, 972, 974		D (LA) 4	102 x 130	4250	3		110-142	150-190	300
OM 904	944, 946 - 947, 954		D (LA) 4	102 x 130	4250	3		90-130	122-177	288
OM 904 Euro 2	944, 946 - 947, 954		D (LA) 4	102 x 130	4250	3		90-130	122-177	288
OM 904 Euro 3	958, 969		D (LA) 4	102 x 130	4250	3	18:1	100-130	136-177	301
OM 904 Euro 3	960, 964		D (LA) 4	102 x 130	4250	3	18:1	100-130	136-177	302
OM 904 Euro 3	971		D (LA) 4	102 x 130	4250	3	18:1	129	176	303
OM 904 Euro 2	973		D (LA) 4	102 x 130	4250	3	17,4:1	130	177	303
OM 904 Euro 3	975		D (LA) 4	102 x 130	4250	3	18:1	75-110	102-150	304
OM 904 Euro 2	976, 979		D (LA) 4	102 x 130	4250	3	17,4:1	125-130	170-177	305
OM 906 Euro 2	910 - 914, 917 - 919, 921 - 924, 930 - 931, 933 - 934, 940 - 941, 947, 954, 956		D (LA) 6	102 x 130	6374	3	17,4:1	157-209	210-284	290
OM 906 Euro 2	915 - 916, 925 - 928, 939, 951 - 952, 955, 961 - 962, 964 - 965, 982		D (LA) 6	102 x 130	6374	3		170-205	231-279	306
OM 906 Euro 3	915 - 916, 925 - 928, 939, 951 - 952, 955, 961 - 962, 964 - 965, 982		D (LA) 6	102 x 130	6374	3		170-205	231-279	306
OM 906	915 - 916, 925 - 928, 939, 951 - 952, 955, 961 - 962, 964 - 965, 982		D (LA) 6	102 x 130	6374	3		170-205	231-279	306
OM 906	920		D (LA) 6	102 x 130	6374	3	17,4:1	170	231	290
OM 906 Euro 2	929 (USA), 932, 944 - 946, 948, 967, 970, 978 (USA), 979 - 981		D (LA) 6	102 x 130	6374	3	17,4:1	142-224	190-300	307
OM 906 Euro 3	935		D (LA) 6	102 x 130	6374	3		170	231	308
OM 906 Euro 2	935		D (LA) 6	102 x 130	6374	3		170	231	308
OM 906	935		D (LA) 6	102 x 130	6374	3		170	231	308
OM 906 Euro 3	936, 949 - 950, 971		D (LA) 6	102 x 130	6374	3		170-205	231-279	289
OM 906 Euro 2	936, 949 - 950, 971		D (LA) 6	102 x 130	6374	3		170-205	231-279	289
OM 906 Euro 2	937 - 938, 953, 974 - 975, 977		D (LA) 6	102 x 130	6374	3	17,4:1	170-209	231-284	309
OM 906	957 (USA), 958 - 959, 968		D (LA) 6	102 x 130	6374	3		142-172	190-230	310
OM 906 Euro 3	957 (USA), 958 - 959, 968		D (LA) 6	102 x 130	6374	3		142-172	190-230	310
OM 906 Euro 2	957 (USA), 958 - 959, 968		D (LA) 6	102 x 130	6374	3		142-172	190-230	310
OM 906 Euro 3	960, 963		D (LA) 6	102 x 130	6374	3	18:1	180-205	245-279	311
OM 906 Euro 2	966 (MEX), 976, 985, 988		D (LA) 6	102 x 130	6374	3	17,4:1	172-209	230-284	312
OM 906 Euro 2	983		D (LA) 6	102 x 130	6374	3		180	245	313
OM 906 Euro 3	983		D (LA) 6	102 x 130	6374	3		180	245	313
OM 906	983		D (LA) 6	102 x 130	6374	3		180	245	313
OM 906 Euro 2	984		D (LA) 6	102 x 130	6374	3	17,4:1			314
OM 906 Euro 3	987, 989		D (LA) 6	102 x 130	6374	3	18:1	100-170	136-231	301
OM 906 Euro 2	990		D (LA) 6	102 x 130	6374	3		180	245	315
OM 906 Euro 3	990		D (LA) 6	102 x 130	6374	3		180	245	315
OM 906	990		D (LA) 6	102 x 130	6374	3		180	245	315
OM 906 Euro 3	991		D (LA) 6	102 x 130	6374	3	18:1	130-205	177-279	316
OM 906 Euro 3	992 - 993		D (LA) 6	102 x 130	6374	3	18:1	180-206	245-279	296
OM 906 Euro 3	994		D (LA) 6	102 x 130	6374	3	18:1	206	279	317
OM 906 Euro 3	995		D (LA) 6	102 x 130	6374	3	18:1	206	279	318
OM 907 Euro 2	910, 920, 930, 940 - 941, 960, 970, 980, 990		D (LA) 4	102 x 130	4250	3	17,4:1	75-125	102-170	298
OM 909 Euro 2	900 - 901, 910 - 911, 920 - 921, 960, 970 - 971		D (LA) 6	102 x 130	6374	3	17,4:1	170-205	231-279	290
OM 924 Euro 3	910, 912, 914		D (LA) 4	106 x 136	4800	3	17,4:1	160	218	321
OM 924	911		D (LA) 4	106 x 136	4800	3		160	218	322
OM 924 Euro 3	911		D (LA) 4	106 x 136	4800	3		160	218	322
OM 924 Euro 2	911		D (LA) 4	106 x 136	4800	3		160	218	322
OM 924 Euro 2	915		D (LA) 4	102 x 130	4250	3		160	218	300
OM 924 Euro 3	915 - 916, 920		D (LA) 4	106 x 136	4800	3	17,4:1	160	218	323
OM 924 Euro 3	917		D (LA) 4	106 x 136	4800	3	17,4:1	142	190	324

M



				Cyl.		cm ³		Comp.	kW	PS	Pos
								Ratio			
OM 924 Euro 3	919, 924	D (LA)	4	106 x 136	4800	3	17,4:1	160	218	325	
OM 924 Euro 4	922	D (LA)	4	106 x 136	4800	3	17,4:1	160	218	326	
OM 924 Euro 4	923	D (LA)	4	106 x 136	4800	3	17,4:1	160	218	320	
OM 924 Euro 5	927	D (LA)	4	102 x 130	4250	3	17,4:1	160	218	317	
OM 924 Euro 5	927	D (LA)	4	106 x 136	4800	3	17,4:1	160	218	327	
OM 924 Euro 3	928, 932	D (LA)	4	106 x 136	4800	3	17,4:1	145-160	187-218	328	
OM 924 Euro 5	931	D (LA)	4	102 x 130	4250	3	17,4:1	160	218	292	
OM 926 Euro 2	910	D (LA)	6	106 x 136	7201	3	17,4:1	240	326	329	
OM 926 Euro 2	911, 914, 914	D (LA)	6	102 x 130		3		240	326	290	
OM 926 Euro 3	911	D (LA)	6	106 x 136	7201	3	17:1	240	326	330	
OM 926 Euro 2	912	D (LA)	6	102 x 130	6374	3	17:1	240	326	309	
OM 926 Euro 2	912	D (LA)	6	106 x 136	7201	3		240	326	331	
OM 926 Euro 3	912	D (LA)	6	106 x 136	7201	3		240	326	331	
OM 926	912	D (LA)	6	106 x 136	7201	3		240	326	331	
OM 926 Euro 3	914 - 915	D (LA)	6	106 x 136	7201	3	17:1	240	326	332	
OM 926 Euro 3	916, 920, 927 - 928	D (LA)	6	106 x 136	7201	3	17:1	187-240	250-326	333	
OM 926 Euro 3	917 - 918, 924	D (LA)	6	106 x 136	7201	3	17:1	215-240	292-326	334	
OM 926 Euro 4	919	D (LA)	6	106 x 136	7201	4	17:1	215	292	335	
OM 926 Euro 3	925	D (LA)	6	106 x 136	7201	3	17:1	215-240	292-326	336	
OM 926 Euro 3	926, 932	D (LA)	6	106 x 136	7201	3	17:1	225	306	337	
OM 926 Euro 3	929, 938	D (LA)	6	106 x 136	7201	3	17:1	187-209	250-280	338	
OM 926 Euro 4	934, 937, 939	D (LA)	6	106 x 136	7201	4	17:1	210-240	286-326	339	
OM 926 Euro 3	940	D (LA)	6	106 x 136	7201	3	17:1	220	299	340	
OM 926 Euro 3	941	D (LA)	6	106 x 136	7201	3	17:1	205	279	339	
OM 926 Euro 3	942, 950	D (LA)	6	106 x 136	7201	3	17:1	194-224	260-300	341	
OM 926 Euro 3	944	D (LA)	6	106 x 136	7201	3				342	
OM 926 Euro 5	945, 947 - 948	D (LA)	6	106 x 136	7201	4	17:1	240	326	339	
OM 926 Euro 5	946	D (LA)	6	106 x 136	7201	4	17:1	210-240	286-326	342	
OM 926 Euro 4	949	D (LA)	6	106 x 136	7201	4	17:1	210	286	342	
OM 926 Euro 5	990	D (LA)	6	106 x 136	7201	3	17:1	240	326	342	
OM 904 Euro 3	944, 946 - 947, 954	D (LA)	4	102 x 130	4250	3		90-130	122-177	288	
OM 941 Euro 2/3	900, 910, 920 - 921, 929 - 930, 940, 960, 970, 980 - 981, 990	D (LA)	6	130 x 150	11946	4	17,25:1	230-315	313-428	594	
OM 942 Euro 2/3	900, 910 - 912, 925, 930, 960, 967, 970, 980, 990	D (LA)	8	130 x 150	15928	4	17,25:1	300-448	408-609	602	
OM 942	991 - 992	D (LA)	8	130 x 150	15928	4		330-480	449-653	605	
OM 441	901-504, 901-507	D (LA)	6	128 x 142	10965	2				390	
OM 906	936, 949 - 950, 971	D (LA)	6	102 x 130	6374	3		170-205	231-279	289	

M



1		75
	OM 636	900, 914 - 918, 930 - 941, 944, 946 - 947, 955 - 957, 959 - 960
		1949 → D AN 4 1767 cm ³ 2V 15-32 kW 21-43 PS
	U 30, U 34, U 411	

	90 278 600	Cyl. Ø: 75; KH: 45; MT: -3.9; GL: 89; piston pin: 22x63.5; number of piston rings: 5 90 278 610 75,50 / 90 278 630 76,00 RTK, Lox, URK R 2 CR G6 R 2 NM 2 DSF 5 CR S 5 → 80 00164 4 1 ...
	80 00164 4 1 000	Cyl. Ø: 75; Set: 4; [R G6 IF CR 2] [R IF 2] [NM 2] [DSF CR 5] [S 5] 80 00164 4 1 050 75,50 / 80 00164 4 1 100 76,00
	80 00164 4 2 050	Cyl. Ø: 75.5; Set: 4; [R G6 IF CR 2] [R IF 2] [R IF 2] [SEF 5] [S 5]
	90 278 960	Piston: 90278600; Cylinder liner: 88530190
	88 530 190	T - Dry cylinder liner; semi; A=78 C=81 L=189 H=4
	2656	EX; 29 x 9 x 135 x A/S - Cr - 45° - 13 - III
	2664	IN; 32 x 9 x 135.8 x S - - 45° - 13 - III
	2691	IN; 32 x 9 x 136.5 x S - Cr - 45° - 13 - III
	81-1660	EX; 14/ x 9 x 56 G2
	81-2624	EX; 14/ x 9 x 63 G2
	81-2626	EX; 14.1/ x 9 x 63 G2
	81-1662	IN; 14/ x 9 x 59.5 G2
	81-2658	IN; 14/ x 9 x 60 G2
	81-2612	IN; 14/ x 9 x 68 G2
	81-2625	IN; 14.1/ x 9 x 68 G2
	81-1663	IN; 14.2/ x 9 x 59.5 G2

2		77
	MB Kompressor	1 (1)
(1)	for OM 312, 314, 321, 324, 352	
	80 00167 1 1 000	Cyl. Ø: 77; Set: 1; [SM IF 2.5] [SM IF 2.5] [D 4] [N 3]
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.

3		80
	M 180	926, 952, 958
		1956 → 11.1976 B 6 2196 cm ³ 2V 60-70 kW 82-95 PS ξ 8,7:1
	U 404	
	261119	EX; 35.1 x 10 x 112.7 x A/S - - 45° - VS - 5 - III
	2666	IN; 39.2 x 9 x 128 x S - - 45° - 5 - III
	81-2628	EX; 14/ x 10 x 57 B1
	81-2630	EX; 14.1/ x 10 x 57 B1
	81-2639	EX; 14.2/ x 10 x 57 B1
	81-2693	EX; 14.4/ x 10 x 57 B1
	81-2643	IN; 14/ x 9 x 65.5 B1
	81-2691	IN; 14.1/ x 9 x 65.5 B1
	81-2629	IN; 14.1/ x 9 x 67 B1
	81-2640	IN; 14.2/ x 9 x 67 B1
	81-2692	IN; 14.4/ x 9 x 65.5 B1

4		85
	MB Kompressor	1 (1)
(1)	for OM 904/906	
	94 294 600	Cyl. Ø: 85; KH: 33.3; GL: 59; piston pin: 19.05x60; number of piston rings: 3 94 294 610 85,50 NM 2 G3 NM 2 G3 GSF 4 → 80 00447 1 0 ... , 80 00447 1 1 ... , 80 00447 1 2 ...
	80 00447 1 0 000	Cyl. Ø: 85; Set: 1; [NM 2] [NM 2] [GSF 4] 80 00447 1 0 050 85,50
	80 00447 1 1 000	Cyl. Ø: 85; Set: 1; [NM 2] [NM 2] [G 4]

cont...



80 00447 1 2 000 Cyl. Ø: 85; Set: 1; [NM G3 2] [NM G3 2] [GSF 4]
80 00447 1 2 050 85,50

5



86,5



M 130

924

11.1967 → 09.1972 B 6 2778 cm³ 2V 89 kW 121 PS €9,5:1 78,8



91 427 620

Cyl. Ø: 87; KH: 48.6; MT: -1.3; GL: 80.6; piston pin: 25x75; number of piston rings: 3

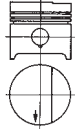
91 427 630 87,50

RK, HKÜ

R 2 MO G6

NM 2,5 MO G3

DSF 4 CR



87 495 600

SET HL STD Ø 59.965 / 67.000 / 22.500 / 3.505 St/B/G; PASS-L STD Ø 59.965 / 67.000 / 28.900 / 3.505 St/B/G

87 495 610 0,25 / 87 495 620 0,50 / 87 495 630 0,75, HL 1,2,5,6,7; PASS-L 3: 180° groove, HL 4: without groove with 2 oil holes., 08.1971→

87 738 600

SET HL STD Ø 59.965 / 67.000 / 22.500 / 3.505 St/B/G; PASS-L STD Ø 59.965 / 67.000 / 28.900 / 3.505 St/B/G

87 738 610 0,25 / 87 738 620 0,50, HL 1,2,5,6,7; PASS-L 3: 180° groove, HL 4: without groove with 1 oil hole., →07.1971

87 740 610

SET PL 0,25 Ø 47.715 / 51.600 / 22.000 / 1.939 St/B/G, →1970



261106

EX; 37.1 x 11 x 113.2 x A/S - Cr - 45° - 9 - III
cotter fixation Ø 9 mm



RK-9H

2619

IN; 41 x 9 x 128 x S - Cr - 45° - 9 - III



81-2659

EX; 15.035/ x 11 x 45 B1

81-2660

EX; 15.235/ x 11 x 45 B1

81-2670

EX; 15.435/ x 11 x 45 B1

81-2667

IN; 14.035/ x 9 x 55 B1

81-2668

IN; 14.235/ x 9 x 55 B1

6



87



M 115

900, 932

01.1968 → 12.1974 B 4 2197 cm³ 2V 40-48 kW 54-65 PS €9:1 92,4



80 00106 4 1 000

Cyl. Ø: 87; Set: 4; [R G6 CR 2] [NM 2.5] [DSF CR 4]

80 00106 4 1 050 87,50 / 80 00106 4 1 100 88,00



87 341 690

SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B

87 741 600

SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.255 St/B/G; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.255 St/B/G

87 741 610 0,25 / 87 741 620 0,50 / 87 741 630 0,75 / 87 741 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove.

Between flanges 29,5 mm.

87 744 600

SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/B/G

87 744 610 0,25 / 87 744 620 0,50 / 87 744 630 0,75 / 87 744 640 1,00



261106

EX; 37.1 x 11 x 113.2 x A/S - Cr - 45° - 9 - III
cotter fixation Ø 9 mm



RK-9H

2621

IN; 44 x 9 x 128 x S - - 45° - VS - 9 - III



81-2659

EX; 15.035/ x 11 x 45 B1

2620

IN; 44 x 9 x 128 x S - - 45° - 9 -

81-2660

EX; 15.235/ x 11 x 45 B1

81-2670

EX; 15.435/ x 11 x 45 B1

81-2667

IN; 14.035/ x 9 x 55 B1

81-2668

IN; 14.235/ x 9 x 55 B1

7



87



OM 601

911

09.1983 → 08.1993 D AN 4 1997 cm³ 2V 53 kW 72 PS 84



80 00171 1 0 000

Cyl. Ø: 87; Set: 1; [R G6 CR 2] [M G3 IF 2] [DSF CR 3]

80 00171 1 0 050 87,50

80 00173 1 0 000

Cyl. Ø: 87; Set: 1; [R G6 PC 2.5] [M G6 IF PC 2] [DSF CR 3]

80 00173 1 1 000

Cyl. Ø: 87; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3]

80 00173 1 1 050 87,50 / 80 00173 1 1 070 87,70



89 193 190

T - Dry cylinder liner; semi; A=90 C=92.55 L=148.56 H=4.7



78 662 600

PAIR AS STD Ø 66.050 / 80.750 / / 2.200 St/A

78 662 610 0,10 / 78 662 620 0,20

87 231 600

SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A/B; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A

87 231 610 0,25 / 87 231 620 0,50 / 87 231 630 0,75, Upper half with hole, material St/KS961/B, from engine:

912 10/50, 20/60 211668

912 12/52, 22/62 022741

913 10/50, 20/60 034251 + 020880-034170

913 12/52, 22/62 002378 + 001528-002376

cont...



TRW
EngineComponents



MERCEDES-BENZ

87 322 690	SET PL-B SEMI Ø 26.000 / 28.500 / 21.900 / St/B, from engine: 911 10/50, 20/60 028240 911 12/52, 22/62 003361 921 10/50 001767 921 12/52 004600
87 327 690	SET PL-B SEMI Ø 27.000 / 29.500 / 24.000 / St/B, up to engine: 911 10/50, 20/60 028239 911 12/52, 22/62 003360 921 10/50 001766 921 12/52 004599
87 435 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A 87 435 610 0,25 / 87 435 620 0,50 / 87 435 630 0,75 / 87 435 640 1,00
87 436 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A 87 436 610 0,25 / 87 436 620 0,50 / 87 436 630 0,75 , up to engine: 912 10/50, 20/60 211667 912 12/52, 22/62 022740 913 10/50, 20/60 034250 - 020880-034170 913 12/52, 22/62 002377 - 001528-002376
50 003 035	-- G - S - - SB - - -; bare, Hydraulic tappets, All "a+b" bolts with M8 thread must be tightened with 25 Nm torque
26032	EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III
26024	IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III
92-16124	EX; 37.08 x 30.56 x 7; G1; 30°
92-16120	IN; 40.08 x 33.5 x 7; G1; 45°
92-16121	IN; 40.585 x 33.5 x 7.3; G1
81-1685	EX; 14.02/ x 9 x 37.3 G1 - CC
81-1686	EX; 14.2/ x 9 x 37.3 G1 - CC
81-1687	EX; 14.4/ x 9 x 37.3 G1 - CC
81-1682	IN; 14.02/ x 8 x 39.5 G1 - CC
81-1683	IN; 14.2/ x 8 x 39.5 G1 - CC
81-1684	IN; 14.4/ x 8 x 39.5 G1 - CC
50 006 282	CAM
50 005 031	
50 006 456	
8	87
OM 601	912 12.1984 → 06.1995 D AN 4 1997 cm³ 2V 53-55 kW 72-75 PS £22:1 84
80 00171 1 0 000	Cyl. Ø: 87; Set: 1; [R G6 CR 2] [M G3 IF 2] [DSF CR 3] 80 00171 1 0 050 87,50
80 00173 1 0 000	Cyl. Ø: 87; Set: 1; [R G6 PC 2.5] [M G6 IF PC 2] [DSF CR 3]
80 00173 1 1 000	Cyl. Ø: 87; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3] 80 00173 1 1 050 87,50 / 80 00173 1 1 070 87,70
89 193 190	T - Dry cylinder liner; semi; A=90 C=92.55 L=148.56 H=4.7
78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20
87 231 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A/B; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A 87 231 610 0,25 / 87 231 620 0,50 / 87 231 630 0,75 , Upper half with hole, material St/KS961/B, from engine: 912 10/50, 20/60 211668 912 12/52, 22/62 022741 913 10/50, 20/60 034251 + 020880-034170 913 12/52, 22/62 002378 + 001528-002376
87 322 690	SET PL-B SEMI Ø 26.000 / 28.500 / 21.900 / St/B, from engine: 911 10/50, 20/60 028240 911 12/52, 22/62 003361 921 10/50 001767 921 12/52 004600
87 327 690	SET PL-B SEMI Ø 27.000 / 29.500 / 24.000 / St/B, up to engine: 911 10/50, 20/60 028239 911 12/52, 22/62 003360 921 10/50 001766 921 12/52 004599
87 435 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A 87 435 610 0,25 / 87 435 620 0,50 / 87 435 630 0,75 / 87 435 640 1,00

cont...

M



	87 436 600	SET PL STD \varnothing 47.965 / 51.600 / 21.800 / 1.812 St/A 87 436 610 0,25 / 87 436 620 0,50 / 87 436 630 0,75, up to engine: 912 10/50, 20/60 211667 912 12/52, 22/62 022740 913 10/50, 20/60 034250 - 020880-034170 913 12/52, 22/62 002377 - 001528-002376
	50 003 035	-- G - S - - SB - - -; bare, Hydraulic tappets, All "a+b" bolts with M8 thread must be tightened with 25 Nm torque
	26032	EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III
	26024	IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III
	92-16124	EX; 37.08 x 30.56 x 7; G1; 30°
	92-16120	IN; 40.08 x 33.5 x 7; G1; 45°
	92-16121	IN; 40.585 x 33.5 x 7.3; G1
	50 006 282	CAM
	50 005 031	mot. 156813 / 014321 (autom.)→mot. 195582
	50 005 439	mot. 195583→
	50 006 456	
9	87	
	OM 601	913 03.1993→08.1995 D AN 4 1997 cm ³ 2V 55 kW 75 PS ϵ 22:1 H 84
	80 00173 1 0 000	Cyl. \varnothing : 87; Set: 1; [R G6 PC 2.5] [M G6 IF PC 2] [DSF CR 3]
	80 00173 1 1 000	Cyl. \varnothing : 87; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3] 80 00173 1 1 050 87,50 / 80 00173 1 1 070 87,70
	89 193 190	T - Dry cylinder liner; semi; A=90 C=92.55 L=148.56 H=4.7
	78 662 600	PAIR AS STD \varnothing 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20
	87 231 600	SET PL STD \varnothing 47.965 / 51.600 / 21.800 / 1.812 St/A/B; PL STD \varnothing 47.965 / 51.600 / 21.800 / 1.812 St/A 87 231 610 0,25 / 87 231 620 0,50 / 87 231 630 0,75, Upper half with hole, material St/KS961/B, from engine: 912 10/50, 20/60 211668 912 12/52, 22/62 022741 913 10/50, 20/60 034251 + 020880-034170 913 12/52, 22/62 002378 + 001528-002376
	87 322 690	SET PL-B SEMI \varnothing 26.000 / 28.500 / 21.900 / St/B, from engine: 911 10/50, 20/60 028240 911 12/52, 22/62 003361 921 10/50 001767 921 12/52 004600
	87 327 690	SET PL-B SEMI \varnothing 27.000 / 29.500 / 24.000 / St/B, up to engine: 911 10/50, 20/60 028239 911 12/52, 22/62 003360 921 10/50 001766 921 12/52 004599
	87 435 600	SET HL STD \varnothing 57.965 / 62.500 / 17.500 / 2.261 St/A 87 435 610 0,25 / 87 435 620 0,50 / 87 435 630 0,75 / 87 435 640 1,00
	87 436 600	SET PL STD \varnothing 47.965 / 51.600 / 21.800 / 1.812 St/A 87 436 610 0,25 / 87 436 620 0,50 / 87 436 630 0,75, up to engine: 912 10/50, 20/60 211667 912 12/52, 22/62 022740 913 10/50, 20/60 034250 - 020880-034170 913 12/52, 22/62 002377 - 001528-002376
	50 003 035	-- G - S - - SB - - -; bare, Hydraulic tappets, All "a+b" bolts with M8 thread must be tightened with 25 Nm torque
	26032	EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III
	26024	IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III
	92-16124	EX; 37.08 x 30.56 x 7; G1; 30°
	92-16120	IN; 40.08 x 33.5 x 7; G1; 45°
	92-16121	IN; 40.585 x 33.5 x 7.3; G1
	RK-8H	
	81-1685	EX; 14.02/ x 9 x 37.3 G1 - CC
	81-1686	EX; 14.2/ x 9 x 37.3 G1 - CC
	81-1687	EX; 14.4/ x 9 x 37.3 G1 - CC
	81-1682	IN; 14.02/ x 8 x 39.5 G1 - CC
	81-1683	IN; 14.2/ x 8 x 39.5 G1 - CC
	81-1684	IN; 14.4/ x 8 x 39.5 G1 - CC

cont...



	50 005 036	
	50 006 456	
10	87	
	OM 602	911 - 912, 930 04.1985 → D AN 5 2497 cm³ 2V 69 kW 94 PS ⚡22:1 84
	94 330 600	Cyl. Ø: 87; KH: 44.85; VT1: -1.05; MT: -9.05; GL: 74.85; piston pin: 26x55; number of piston rings: 3 94 330 610 87,50 / 94 330 620 87,70 RTK R 2,5 CR G6 M 2 G3 DSF 3 CR → 80 00173 1 0 ..., 80 00173 1 1 ... Connecting rod guided in the piston, distance between bosses 22,15 mm
	94 674 600	Cyl. Ø: 87; KH: 44.65; VT1: -1.05; MT: -9.05; GL: 74.65; piston pin: 26x55; number of piston rings: 3 94 674 610 87,50 RTK R 2,5 CR G6 M 2 G3 DSF 3 CR → 80 00173 1 0 ..., 80 00173 1 1 ... Connecting rod guided in the piston, distance between bosses 22,15 mm
	80 00171 1 0 000	Cyl. Ø: 87; Set: 1; [R G6 CR 2] [M G3 IF 2] [DSF CR 3] 80 00171 1 0 050 87,50
	80 00173 1 0 000	Cyl. Ø: 87; Set: 1; [R G6 PC 2.5] [M G6 IF PC 2] [DSF CR 3]
	80 00173 1 1 000	Cyl. Ø: 87; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3] 80 00173 1 1 050 87,50 / 80 00173 1 1 070 87,70
	94 330 960	Piston: 94330600; Cylinder liner: 89193190
	94 674 960	Piston: 94674600; Cylinder liner: 89193190
	89 193 190	T - Dry cylinder liner; semi; A=90 C=92.55 L=148.56 H=4.7
	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20
	87 321 690	SET PL-B SEMI Ø 26.000 / 28.500 / 21.900 / St/B
	87 418 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A 87 418 610 0,25 / 87 418 620 0,50 / 87 418 630 0,75 / 87 418 640 1,00
	87 419 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A 87 419 610 0,25 / 87 419 620 0,50 / 87 419 630 0,75
	50 003 036	-- G - S -- SB --; bare, Hydraulic tappets, All "a+b" bolts with M8 thread must be tightened with 25 Nm torque
	26032	EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III
	26024	IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III
	92-16124	EX; 37.08 x 30.56 x 7; G1; 30°
	92-16120	IN; 40.08 x 33.5 x 7; G1; 45°
	92-16121	IN; 40.585 x 33.5 x 7.3; G1
		RK-8H
		81-1685 EX; 14.02/ x 9 x 37.3 G1 - CC
		81-1686 EX; 14.2/ x 9 x 37.3 G1 - CC
		81-1687 EX; 14.4/ x 9 x 37.3 G1 - CC
		81-1682 IN; 14.02/ x 8 x 39.5 G1 - CC
		81-1683 IN; 14.2/ x 8 x 39.5 G1 - CC
		81-1684 IN; 14.4/ x 8 x 39.5 G1 - CC
	50 006 284	CAM
	50 005 439	
	50 006 456	

M



11

87



OM 602

931, 938 - 939

12.1988 → 07.1993 D AN 5 2497 cm³ 2V 62-69 kW 84-94 PS ϵ 22:1 \bar{H} 84

94 330 600

Cyl. \varnothing : 87; KH: 44.85; VT1: -1.05; MT: -9.05; GL: 74.85; piston pin: 26x55; number of piston rings: 3
94 330 610 87,50 / **94 330 620** 87,70



RTK
R 2,5 CR G6
M 2 G3
DSF 3 CR

→ **80 00173 1 0 ...**, **80 00173 1 1 ...**

Connecting rod guided in the piston, distance between bosses 22,15 mm

94 674 600

Cyl. \varnothing : 87; KH: 44.65; VT1: -1.05; MT: -9.05; GL: 74.65; piston pin: 26x55; number of piston rings: 3
94 674 610 87,50



RTK
R 2,5 CR G6
M 2 G3
DSF 3 CR

→ **80 00173 1 0 ...**, **80 00173 1 1 ...**

Connecting rod guided in the piston, distance between bosses 22,15 mm



80 00173 1 0 000

Cyl. \varnothing : 87; Set: 1; [R G6 PC 2.5] [M G6 IF PC 2] [DSF CR 3]

80 00173 1 1 000

Cyl. \varnothing : 87; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3]

80 00173 1 1 050 87,50 / **80 00173 1 1 070** 87,70



94 330 960

Piston: 94330600; Cylinder liner: 89193190

94 674 960

Piston: 94674600; Cylinder liner: 89193190



89 193 190

T - Dry cylinder liner; semi; A=90 C=92.55 L=148.56 H=4.7



78 662 600

PAIR AS STD \varnothing 66.050 / 80.750 // 2.200 St/A

78 662 610 0,10 / **78 662 620** 0,20

87 321 690

SET PL-B SEMI \varnothing 26.000 / 28.500 / 21.900 / St/B

87 418 600

SET HL STD \varnothing 57.965 / 62.500 / 17.500 / 2.261 St/A

87 418 610 0,25 / **87 418 620** 0,50 / **87 418 630** 0,75 / **87 418 640** 1,00

87 419 600

SET PL STD \varnothing 47.965 / 51.600 / 21.800 / 1.812 St/A

87 419 610 0,25 / **87 419 620** 0,50 / **87 419 630** 0,75

M



50 003 036

-- G - S -- SB ---; bare, Hydraulic tappets, All "a+b" bolts with M8 thread must be tightened with 25 Nm torque



26032

EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III



26024

IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III



92-16124

EX; 37.08 x 30.56 x 7; G1; 30°

92-16120

IN; 40.08 x 33.5 x 7; G1; 45°

92-16121

IN; 40.585 x 33.5 x 7.3; G1



RK-8H



81-1685

EX; 14.02/ x 9 x 37.3 G1 - CC

81-1686

EX; 14.2/ x 9 x 37.3 G1 - CC

81-1687

EX; 14.4/ x 9 x 37.3 G1 - CC

81-1682

IN; 14.02/ x 8 x 39.5 G1 - CC

81-1683

IN; 14.2/ x 8 x 39.5 G1 - CC

81-1684

IN; 14.4/ x 8 x 39.5 G1 - CC



50 006 284

CAM



50 005 439



50 006 456

12

87



OM 602

961

02.1988 → 08.1993 D A 5 2497 cm³ 2V 93 kW 126 PS ϵ 22:1 \bar{H} 84

90 016 600

Cyl. \varnothing : 87; KH: 44.85; GL: 74.85; piston pin: 28x70; number of piston rings: 3

90 016 620 87,50 / **90 016 610** 87,70



KKK, Lox, RTK
R 2,5 PC G6
M 2 PC G6
DSF 3 CR

→ **80 00173 1 0 ...**, **80 00173 1 1 ...**

connecting rod guided in the piston, distance between bosses 22,20 mm



80 00173 1 0 000

Cyl. \varnothing : 87; Set: 1; [R G6 PC 2.5] [M G6 IF PC 2] [DSF CR 3]

80 00173 1 1 000

Cyl. \varnothing : 87; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3]

80 00173 1 1 050 87,50 / **80 00173 1 1 070** 87,70













90 016 961


Piston: 90016600; Cylinder liner: 89193190


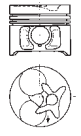






cont...





	89 193 190	T - Dry cylinder liner; semi; A=90 C=92.55 L=148.56 H=4.7
	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20
	77 219 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/B/S 77 219 610 0,25 / 77 219 620 0,50 , The upper shell is marked with 'SPUTTER'.
	77 733 690	SET PL-B SEMI Ø 28.000 / 30.500 / 21.900 / St/B
	87 418 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A 87 418 610 0,25 / 87 418 620 0,50 / 87 418 630 0,75 / 87 418 640 1,00
	50 003 037	-- G - S - - SB - - -; bare, Hydraulic tappets, All "a+b" bolts with M8 thread must be tightened with 25 Nm torque
	26032	EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III
	26145	EX; 35 x 9 x 106.4 x I/S - Cr - Na - 45° - 9 - III OES specification, cotter fixation Ø 8 mm
	261115	EX; 35 x 9 x 106.5 x A/S - Cr - 45° - VS - 9 - III IAM specification, cotter fixation Ø 8 mm
	26024	IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III
	92-16124	EX; 37.08 x 30.56 x 7; G1; 30°
	92-16120	IN; 40.08 x 33.5 x 7; G1; 45°
	92-16121	IN; 40.585 x 33.5 x 7.3; G1
	50 006 284	CAM
	50 005 439	
	50 006 456	

	RK-8H	
	81-1685	EX; 14.02/ x 9 x 37.3 G1 - CC
	81-1686	EX; 14.2/ x 9 x 37.3 G1 - CC
	81-1687	EX; 14.4/ x 9 x 37.3 G1 - CC
	81-1682	IN; 14.02/ x 8 x 39.5 G1 - CC
	81-1683	IN; 14.2/ x 8 x 39.5 G1 - CC
	81-1684	IN; 14.4/ x 8 x 39.5 G1 - CC

13  **87**
OM 602 **962**
07.1993 → 06.1995 D A 5 2497 cm³ 2V 93 kW 126 PS 822:1 84

	90 016 600	Cyl. Ø: 87; KH: 44.85; GL: 74.85; piston pin: 28x70; number of piston rings: 3 90 016 620 87,50 / 90 016 610 87,70 KKK, Lox, RTK R 2,5 PC G6 M 2 PC G6 DSF 3 CR → 80 00173 1 0 ... , 80 00173 1 1 ... connecting rod guided in the piston, distance between bosses 22,20 mm
	80 00173 1 0 000	Cyl. Ø: 87; Set: 1; [R G6 PC 2.5] [M G6 IF PC 2] [DSF CR 3]
	80 00173 1 1 000	Cyl. Ø: 87; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3] 80 00173 1 1 050 87,50 / 80 00173 1 1 070 87,70
	90 016 961	Piston: 90016600; Cylinder liner: 89193190
	89 193 190	T - Dry cylinder liner; semi; A=90 C=92.55 L=148.56 H=4.7
	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20
	77 219 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/B/S 77 219 610 0,25 / 77 219 620 0,50 , The upper shell is marked with 'SPUTTER'.
	77 733 690	SET PL-B SEMI Ø 28.000 / 30.500 / 21.900 / St/B
	87 418 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A 87 418 610 0,25 / 87 418 620 0,50 / 87 418 630 0,75 / 87 418 640 1,00
	50 003 037	-- G - S - - SB - - -; bare, Hydraulic tappets, All "a+b" bolts with M8 thread must be tightened with 25 Nm torque
	26032	EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III
	26145	EX; 35 x 9 x 106.4 x I/S - Cr - Na - 45° - 9 - III OES specification, cotter fixation Ø 8 mm
	261115	EX; 35 x 9 x 106.5 x A/S - Cr - 45° - VS - 9 - III IAM specification, cotter fixation Ø 8 mm
	26024	IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III
	92-16124	EX; 37.08 x 30.56 x 7; G1; 30°
	92-16120	IN; 40.08 x 33.5 x 7; G1; 45°
	92-16121	IN; 40.585 x 33.5 x 7.3; G1

	RK-8H	
	81-1685	EX; 14.02/ x 9 x 37.3 G1 - CC
	81-1686	EX; 14.2/ x 9 x 37.3 G1 - CC
	81-1687	EX; 14.4/ x 9 x 37.3 G1 - CC
	81-1682	IN; 14.02/ x 8 x 39.5 G1 - CC
	81-1683	IN; 14.2/ x 8 x 39.5 G1 - CC
	81-1684	IN; 14.4/ x 8 x 39.5 G1 - CC

cont...



TRW
EngineComponents



MERCEDES-BENZ



50 006 284 CAM



50 006 456

14

87



OM 602

970

D A 5 2497 cm³ 2V 93 kW 126 PS £ 19.5:1 84



78 662 600

PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A
78 662 610 0,10 / 78 662 620 0,20

77 219 600

SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/B/S
77 219 610 0,25 / 77 219 620 0,50, The upper shell is marked with 'SPUTTER'.

77 733 690

SET PL-B SEMI Ø 28.000 / 30.500 / 21.900 / St/B

87 418 600

SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A
87 418 610 0,25 / 87 418 620 0,50 / 87 418 630 0,75 / 87 418 640 1,00

15

87



OM 602

993

D A 5 2497 cm³ 2V 93 kW 126 PS £ 22:1 84



90 016 600

Cyl. Ø: 87; KH: 44.85; GL: 74.85; piston pin: 28x70; number of piston rings: 3
90 016 620 87,50 / 90 016 610 87,70



KKK, Lox, RTK

R 2,5 PC G6

M 2 PC G6

DSF 3 CR

→ 80 00173 1 0 ..., 80 00173 1 1 ...

connecting rod guided in the piston, distance between bosses 22,20 mm



80 00173 1 0 000

Cyl. Ø: 87; Set: 1; [R G6 PC 2.5] [M G6 IF PC 2] [DSF CR 3]

80 00173 1 1 000

Cyl. Ø: 87; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3]
80 00173 1 1 050 87,50 / 80 00173 1 1 070 87,70



90 016 961

Piston: 90016600; Cylinder liner: 89193190



89 193 190

T - Dry cylinder liner; semi; A=90 C=92.55 L=148.56 H=4.7



78 662 600

PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A
78 662 610 0,10 / 78 662 620 0,20

77 219 600

SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/B/S
77 219 610 0,25 / 77 219 620 0,50, The upper shell is marked with 'SPUTTER'.

77 733 690

SET PL-B SEMI Ø 28.000 / 30.500 / 21.900 / St/B

87 418 600

SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A
87 418 610 0,25 / 87 418 620 0,50 / 87 418 630 0,75 / 87 418 640 1,00



50 003 037

-- G - S -- SB --; bare, Hydraulic tappets, All "a+b" bolts with M8 thread must be tightened with 25 Nm torque



26032

EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III



26145

EX; 35 x 9 x 106.4 x I/S - Cr - Na - 45° - 9 - III
OES specification, cotter fixation Ø 8 mm



261115

EX; 35 x 9 x 106.5 x A/S - Cr - 45° - VS - 9 - III
IAM specification, cotter fixation Ø 8 mm



26024

IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III



92-16124

EX; 37.08 x 30.56 x 7; G1; 30°

92-16120

IN; 40.08 x 33.5 x 7; G1; 45°

92-16121

IN; 40.585 x 33.5 x 7.3; G1



50 006 284

CAM



50 005 439

50 005 490



50 006 456



RK-8H



81-1685

EX; 14.02/ x 9 x 37.3 G1 - CC

81-1686

EX; 14.2/ x 9 x 37.3 G1 - CC

81-1687

EX; 14.4/ x 9 x 37.3 G1 - CC

81-1682

IN; 14.02/ x 8 x 39.5 G1 - CC

81-1683

IN; 14.2/ x 8 x 39.5 G1 - CC

81-1684

IN; 14.4/ x 8 x 39.5 G1 - CC



16

87



OM 603

912 - 913

12.1984 → 06.1993 D AN 6 2996 cm³ 2V 80-83 kW 109-113 PS ⚙️22:1 🚗 84



94 330 600

Cyl. Ø: 87; KH: 44.85; VT1: -1.05; MT: -9.05; GL: 74.85; piston pin: 26x55; number of piston rings: 3

94 330 610 87,50 / 94 330 620 87,70



RTK

R 2,5 CR G6

M 2 G3

DSF 3 CR

→ 80 00173 1 0 ..., 80 00173 1 1 ...

Connecting rod guided in the piston, distance between bosses 22,15 mm

94 674 600

Cyl. Ø: 87; KH: 44.65; VT1: -1.05; MT: -9.05; GL: 74.65; piston pin: 26x55; number of piston rings: 3

94 674 610 87,50



RTK

R 2,5 CR G6

M 2 G3

DSF 3 CR

→ 80 00173 1 0 ..., 80 00173 1 1 ...

Connecting rod guided in the piston, distance between bosses 22,15 mm



80 00171 1 0 000

Cyl. Ø: 87; Set: 1; [R G6 CR 2] [M G3 IF 2] [DSF CR 3]

80 00171 1 0 050 87,50

80 00173 1 0 000

Cyl. Ø: 87; Set: 1; [R G6 PC 2.5] [M G6 IF PC 2] [DSF CR 3]

80 00173 1 1 000

Cyl. Ø: 87; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3]

80 00173 1 1 050 87,50 / 80 00173 1 1 070 87,70



94 330 960

Piston: 94330600; Cylinder liner: 89193190

94 674 960

Piston: 94674600; Cylinder liner: 89193190



89 193 190

T - Dry cylinder liner; semi; A=90 C=92.55 L=148.56 H=4.7



78 662 600

PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A

78 662 610 0,10 / 78 662 620 0,20

87 320 690

SET PL-B SEMI Ø 26.000 / 28.500 / 21.900 / St/B

87 416 600

SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A

87 416 610 0,25 / 87 416 620 0,50 / 87 416 630 0,75 / 87 416 640 1,00

87 417 600

SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A

87 417 610 0,25 / 87 417 620 0,50 / 87 417 630 0,75



26032

EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III

26145

EX; 35 x 9 x 106.4 x I/S - Cr - Na - 45° - 9 - III

OES specification, cotter fixation Ø 8 mm

261115

EX; 35 x 9 x 106.5 x A/S - Cr - 45° - VS - 9 - III

IAM specification, cotter fixation Ø 8 mm

26024

IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III



92-16124

EX; 37.08 x 30.56 x 7; G1; 30°

92-16120

IN; 40.08 x 33.5 x 7; G1; 45°

92-16121

IN; 40.585 x 33.5 x 7.3; G1



RK-8H



81-1685

EX; 14.02/ x 9 x 37.3 G1 - CC

81-1686

EX; 14.2/ x 9 x 37.3 G1 - CC

81-1687

EX; 14.4/ x 9 x 37.3 G1 - CC

81-1682

IN; 14.02/ x 8 x 39.5 G1 - CC

81-1683

IN; 14.2/ x 8 x 39.5 G1 - CC

81-1684

IN; 14.4/ x 8 x 39.5 G1 - CC



50 006 287

CAM



50 005 439



50 006 456

17

87



OM 603

931

02.1989 → 10.1994 D AN 6 2996 cm³ 2V 80 kW 109 PS ⚙️22:1 🚗 84



94 330 600

Cyl. Ø: 87; KH: 44.85; VT1: -1.05; MT: -9.05; GL: 74.85; piston pin: 26x55; number of piston rings: 3

94 330 610 87,50 / 94 330 620 87,70



RTK

R 2,5 CR G6

M 2 G3

DSF 3 CR

→ 80 00173 1 0 ..., 80 00173 1 1 ...

Connecting rod guided in the piston, distance between bosses 22,15 mm

cont...

M



TRW
EngineComponents



MERCEDES-BENZ

94 674 600



Cyl. Ø: 87; KH: 44.65; VT1: -1.05; MT: -9.05; GL: 74.65; piston pin: 26x55; number of piston rings: 3

94 674 610 87,50

RTK

R 2,5 CR G6

M 2 G3

DSF 3 CR

→ **80 00173 1 0 ...**, **80 00173 1 1 ...**

Connecting rod guided in the piston, distance between bosses 22,15 mm



80 00173 1 0 000

Cyl. Ø: 87; Set: 1; [R G6 PC 2.5] [M G6 IF PC 2] [DSF CR 3]

80 00173 1 1 000

Cyl. Ø: 87; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3]

80 00173 1 1 050 87,50 / 80 00173 1 1 070 87,70



94 330 960

Piston: 94330600; Cylinder liner: 89193190

94 674 960

Piston: 94674600; Cylinder liner: 89193190



89 193 190

T - Dry cylinder liner; semi; A=90 C=92.55 L=148.56 H=4.7



78 662 600

PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A

78 662 610 0,10 / 78 662 620 0,20

87 320 690

SET PL-B SEMI Ø 26.000 / 28.500 / 21.900 / St/B

87 416 600

SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A

87 416 610 0,25 / 87 416 620 0,50 / 87 416 630 0,75 / 87 416 640 1,00

87 417 600

SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A

87 417 610 0,25 / 87 417 620 0,50 / 87 417 630 0,75



26032

EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III



RK-8H

26145

EX; 35 x 9 x 106.4 x I/S - Cr - Na - 45° - 9 - III

OES specification, cotter fixation Ø 8 mm



81-1685

EX; 14.02/ x 9 x 37.3 G1 - CC

261115

EX; 35 x 9 x 106.5 x A/S - Cr - 45° - VS - 9 - III

IAM specification, cotter fixation Ø 8 mm

81-1686

EX; 14.2/ x 9 x 37.3 G1 - CC

26024

IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III

81-1687

EX; 14.4/ x 9 x 37.3 G1 - CC



92-16124

EX; 37.08 x 30.56 x 7; G1; 30°

81-1682

IN; 14.02/ x 8 x 39.5 G1 - CC

92-16120

IN; 40.08 x 33.5 x 7; G1; 45°

81-1683

IN; 14.2/ x 8 x 39.5 G1 - CC

92-16121

IN; 40.585 x 33.5 x 7.3; G1

81-1684

IN; 14.4/ x 8 x 39.5 G1 - CC

M



50 006 287

CAM



50 005 439



50 006 456

18

87



OM 603

950/-400

10.1988→

D

A

6

2996 cm³

2V

100 kW

136 PS

£22:1

84



90 016 600

Cyl. Ø: 87; KH: 44.85; GL: 74.85; piston pin: 28x70; number of piston rings: 3



90 016 620 87,50 / 90 016 610 87,70

KKK, Lox, RTK

R 2,5 PC G6

M 2 PC G6

DSF 3 CR

→ **80 00173 1 0 ...**, **80 00173 1 1 ...**

connecting rod guided in the piston, distance between bosses 22,20 mm



80 00173 1 0 000

Cyl. Ø: 87; Set: 1; [R G6 PC 2.5] [M G6 IF PC 2] [DSF CR 3]

80 00173 1 1 000

Cyl. Ø: 87; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3]

80 00173 1 1 050 87,50 / 80 00173 1 1 070 87,70



90 016 961

Piston: 90016600; Cylinder liner: 89193190



89 193 190

T - Dry cylinder liner; semi; A=90 C=92.55 L=148.56 H=4.7



78 662 600

PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A

78 662 610 0,10 / 78 662 620 0,20

77 220 600

SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/B/S

77 220 610 0,25 / 77 220 620 0,50, The upper shell is marked with 'SPUTTER'.

77 734 690

SET PL-B SEMI Ø 28.000 / 30.500 / 21.900 / St/B

87 416 600

SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A

87 416 610 0,25 / 87 416 620 0,50 / 87 416 630 0,75 / 87 416 640 1,00

cont...



TRW
EngineComponents



MERCEDES-BENZ

	26032	EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III		RK-8H
	26024	IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III		81-1685
	92-16124	EX; 37.08 x 30.56 x 7; G1; 30°		81-1686
	92-16120	IN; 40.08 x 33.5 x 7; G1; 45°		81-1687
	92-16121	IN; 40.585 x 33.5 x 7.3; G1		81-1682
				81-1683
				81-1684

19 **87**
OM 603 **960**
01.1988 → 06.1996 D A 6 2996 cm³ 2V 105-108 kW 143-147 PS ⚡22:1 84

	90 016 600	Cyl. Ø: 87; KH: 44.85; GL: 74.85; piston pin: 28x70; number of piston rings: 3 90 016 620 87,50 / 90 016 610 87,70 KKK, Lox, RTK R 2,5 PC G6 M 2 PC G6 DSF 3 CR → 80 00173 1 0 ... , 80 00173 1 1 ... connecting rod guided in the piston, distance between bosses 22,20 mm
	80 00173 1 0 000	Cyl. Ø: 87; Set: 1; [R G6 PC 2.5] [M G6 IF PC 2] [DSF CR 3]
	80 00173 1 1 000	Cyl. Ø: 87; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3] 80 00173 1 1 050 87,50 / 80 00173 1 1 070 87,70
	90 016 961	Piston: 90016600; Cylinder liner: 89193190
	89 193 190	T - Dry cylinder liner; semi; A=90 C=92.55 L=148.56 H=4.7
	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20
	77 220 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/B/S 77 220 610 0,25 / 77 220 620 0,50 , The upper shell is marked with 'SPUTTER'.
	77 734 690	SET PL-B SEMI Ø 28.000 / 30.500 / 21.900 / St/B
	87 416 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A 87 416 610 0,25 / 87 416 620 0,50 / 87 416 630 0,75 / 87 416 640 1,00

	26032	EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III		RK-8H
	26145	EX; 35 x 9 x 106.4 x I/S - Cr - Na - 45° - 9 - III OES specification, cotter fixation Ø 8 mm		81-1685
	261115	EX; 35 x 9 x 106.5 x A/S - Cr - 45° - VS - 9 - III IAM specification, cotter fixation Ø 8 mm		81-1686
	26024	IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III		81-1687
	92-16124	EX; 37.08 x 30.56 x 7; G1; 30°		81-1682
	92-16120	IN; 40.08 x 33.5 x 7; G1; 45°		81-1683
	92-16121	IN; 40.585 x 33.5 x 7.3; G1		81-1684
	50 006 287	CAM		
	50 005 439	→ mot. 054622		
	50 005 490	mot. 054623→		
	50 006 456			

20 **87**
OM 603 **963**
09.1986 → 06.1995 D A 6 2996 cm³ 2V 108 kW 147 PS ⚡22:1 84

	90 016 600	Cyl. Ø: 87; KH: 44.85; GL: 74.85; piston pin: 28x70; number of piston rings: 3 90 016 620 87,50 / 90 016 610 87,70 KKK, Lox, RTK R 2,5 PC G6 M 2 PC G6 DSF 3 CR → 80 00173 1 0 ... , 80 00173 1 1 ... connecting rod guided in the piston, distance between bosses 22,20 mm
	80 00173 1 0 000	Cyl. Ø: 87; Set: 1; [R G6 PC 2.5] [M G6 IF PC 2] [DSF CR 3]
	80 00173 1 1 000	Cyl. Ø: 87; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3] 80 00173 1 1 050 87,50 / 80 00173 1 1 070 87,70

cont...



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

	90 016 961	Piston: 90016600; Cylinder liner: 89193190		
	89 193 190	T - Dry cylinder liner; semi; A=90 C=92.55 L=148.56 H=4.7		
	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20		
	77 220 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/B/S 77 220 610 0,25 / 77 220 620 0,50 , The upper shell is marked with 'SPUTTER'.		
	77 734 690	SET PL-B SEMI Ø 28.000 / 30.500 / 21.900 / St/B		
	87 416 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A 87 416 610 0,25 / 87 416 620 0,50 / 87 416 630 0,75 / 87 416 640 1,00		
	26032	EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III		RK-8H
	26145	EX; 35 x 9 x 106.4 x I/S - Cr - Na - 45° - 9 - III OES specification, cotter fixation Ø 8 mm		81-1685 EX; 14.02/ x 9 x 37.3 G1 - CC
	261115	EX; 35 x 9 x 106.5 x A/S - Cr - 45° - VS - 9 - III IAM specification, cotter fixation Ø 8 mm		81-1686 EX; 14.2/ x 9 x 37.3 G1 - CC
	26024	IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III		81-1687 EX; 14.4/ x 9 x 37.3 G1 - CC
	92-16124	EX; 37.08 x 30.56 x 7; G1; 30°		81-1682 IN; 14.02/ x 8 x 39.5 G1 - CC
	92-16120	IN; 40.08 x 33.5 x 7; G1; 45°		81-1683 IN; 14.2/ x 8 x 39.5 G1 - CC
	92-16121	IN; 40.585 x 33.5 x 7.3; G1		81-1684 IN; 14.4/ x 8 x 39.5 G1 - CC
	50 006 287	CAM		
	50 005 439			
	50 006 456			
21		87		
	OM 615	911, 914		
		01.1968 → 12.1971	D AN 4	2197 cm ³ 2V 33-44 kW 45-60 PS €21:1 92,4
	U 40, U 404, U 45, U 55			
	92 792 600	Cyl. Ø: 87; KH: 48.25; VT1: -1.1; MT: -6.35; GL: 89.65; piston pin: 26x72; number of piston rings: 3 92 792 610 87,50		
		RTK		
		R 3 MO G6		
		R 2 MO G6		
		DSF 4 CR		
		→ 80 00107 4 1 ...		
	80 00107 4 1 000	Cyl. Ø: 87; Set: 4; [R G6 CR 3] [NM 2] [DSF CR 4] 80 00107 4 1 050 87,50		
	92 792 960	Piston: 92792600; Cylinder liner: 88588190		
	92 792 961	Piston: 92792600; Cylinder liner: 88828190		
	88 588 190	T - Dry cylinder liner; semi; A=90 C=92 L=158.4 H=4.7, special material 'C'		
	88 828 190	T - Dry cylinder liner; semi; A=90.25 C=92 L=158.4 H=4.7, outside oversize + 0,25 mm		
	87 341 690	SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B		
	87 695 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.252 St/A 87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00 , PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.		
	87 696 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/A 87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00 , If used in the older connecting rod the lubrication hole must be bored.		
	87 741 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.255 St/B/G; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.255 St/B/G 87 741 610 0,25 / 87 741 620 0,50 / 87 741 630 0,75 / 87 741 640 1,00 , PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.		
	87 744 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/B/G 87 744 610 0,25 / 87 744 620 0,50 / 87 744 630 0,75 / 87 744 640 1,00		
	261118	EX; 33.2 x 10 x 131 x A/S - Cr - 30° - 25 - III		81-2604 EX; 14/ x 10 x 48.5 G1
	2641	IN; 39 x 10 x 131.5 x S - Cr - 30° - 25 -		81-2646 EX; 14/ x 10 x 49.5 G1
				81-2605 EX; 14.2/ x 10 x 48.5 G1
				81-2602 IN; 14/ x 10 x 60 G1
				81-2645 IN; 14/ x 10 x 61 G1
				81-2603 IN; 14.2/ x 10 x 60 G1
	50 005 033			



22

87



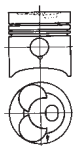
OM 615

913

D AN 4 1988 cm³ 2V 40 kW 55 PS ϵ 21:1 η 83,6



92 802 630



Cyl. \varnothing : 88; KH: 52.9; VT1: -1; MT: -6; GL: 91.4; piston pin: 26x72; number of piston rings: 3
RTK
R 3 MO G6
R 2 MO G1
DSF 4 CR
→ 80 00174 4 0 ...



80 00174 4 0 000

Cyl. \varnothing : 87; Set: 4; [R G6 IF MO 3] [R G1 IF 2] [DSF CR 4]
80 00174 4 0 050 87,50 / 80 00174 4 0 100 88,00



88 588 190

T - Dry cylinder liner; semi; A=90 C=92 L=158.4 H=4.7, special material 'C'

88 828 190

T - Dry cylinder liner; semi; A=90.25 C=92 L=158.4 H=4.7, outside oversize + 0,25 mm



87 341 690

SET PL-B SEMI \varnothing 26.000 / 29.000 / 31.800 / St/B

87 695 600

SET HL STD \varnothing 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD \varnothing 69.965 / 74.500 / 33.900 / 2.252 St/A
87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove.
Between flanges 29,5 mm., 1972→

87 696 600

SET PL STD \varnothing 51.965 / 55.600 / 26.000 / 1.805 St/A
87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00, If used in the older connecting rod the lubrication hole must be bored.

87 741 600

SET HL STD \varnothing 69.965 / 74.500 / 27.000 / 2.255 St/B/G; PASS-L STD \varnothing 69.965 / 74.500 / 33.900 / 2.255 St/B/G
87 741 610 0,25 / 87 741 620 0,50 / 87 741 630 0,75 / 87 741 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove.
Between flanges 29,5 mm., 1972→



261118

EX; 33.2 x 10 x 131 x A/S - Cr - 30° - 25 - III

2641

IN; 39 x 10 x 131.5 x S - Cr - 30° - 25 -



81-2604

EX; 14/ x 10 x 48.5 G1

81-2646

EX; 14/ x 10 x 49.5 G1

81-2605

EX; 14.2/ x 10 x 48.5 G1

81-2602

IN; 14/ x 10 x 60 G1

81-2645

IN; 14/ x 10 x 61 G1

81-2603

IN; 14.2/ x 10 x 60 G1



50 005 032

36 mm bearing

50 005 033

50 005 035

40 mm bearing

50 005 932

30 mm bearing

23

87



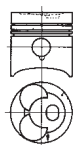
OM 615

916

01.1968→12.1971 D AN 4 2197 cm³ 2V 40 kW 54 PS ϵ 21:1 η 92,4



92 792 600



Cyl. \varnothing : 87; KH: 48.25; VT1: -1.1; MT: -6.35; GL: 89.65; piston pin: 26x72; number of piston rings: 3
92 792 610 87,50
RTK
R 3 MO G6
R 2 MO G6
DSF 4 CR
→ 80 00107 4 1 ...



80 00107 4 1 000

Cyl. \varnothing : 87; Set: 4; [R G6 CR 3] [NM 2] [DSF CR 4]
80 00107 4 1 050 87,50



92 792 960

Piston: 92792600; Cylinder liner: 88588190



92 792 961

Piston: 92792600; Cylinder liner: 88828190



88 588 190

T - Dry cylinder liner; semi; A=90 C=92 L=158.4 H=4.7, special material 'C'

88 828 190

T - Dry cylinder liner; semi; A=90.25 C=92 L=158.4 H=4.7, outside oversize + 0,25 mm



87 341 690

SET PL-B SEMI \varnothing 26.000 / 29.000 / 31.800 / St/B

87 695 600

SET HL STD \varnothing 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD \varnothing 69.965 / 74.500 / 33.900 / 2.252 St/A
87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove.
Between flanges 29,5 mm.

87 696 600

SET PL STD \varnothing 51.965 / 55.600 / 26.000 / 1.805 St/A
87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00, If used in the older connecting rod the lubrication hole must be bored.

87 741 600

SET HL STD \varnothing 69.965 / 74.500 / 27.000 / 2.255 St/B/G; PASS-L STD \varnothing 69.965 / 74.500 / 33.900 / 2.255 St/B/G
87 741 610 0,25 / 87 741 620 0,50 / 87 741 630 0,75 / 87 741 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove.
Between flanges 29,5 mm.



87 744 600

SET PL STD \varnothing 51.965 / 55.600 / 26.000 / 1.805 St/B/G
87 744 610 0,25 / 87 744 620 0,50 / 87 744 630 0,75 / 87 744 640 1,00


cont...


M




	261118 2641	EX; 33.2 x 10 x 131 x A/S - Cr - 30° - 25 - III IN; 39 x 10 x 131.5 x S - Cr - 30° - 25 -		81-2604 81-2646 81-2605 81-2602 81-2645 81-2603	EX; 14/ x 10 x 48.5 G1 EX; 14/ x 10 x 49.5 G1 EX; 14.2/ x 10 x 48.5 G1 IN; 14/ x 10 x 60 G1 IN; 14/ x 10 x 61 G1 IN; 14.2/ x 10 x 60 G1
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	50 005 032 50 005 035	36 mm bearing 40 mm bearing
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24		87	OM 615	918/-000	01.1968 →	D	AN	4	2197 cm³	2V	40 kW	54 PS	ε21:1	92,4
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	92 792 600	Cyl. Ø: 87; KH: 48.25; VT1: -1.1; MT: -6.35; GL: 89.65; piston pin: 26x72; number of piston rings: 3 92 792 610 87,50 RTK R 3 MO G6 R 2 MO G6 DSF 4 CR → 80 00107 4 1 ...
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	80 00107 4 1 000	Cyl. Ø: 87; Set: 4; [R G6 CR 3] [NM 2] [DSF CR 4] 80 00107 4 1 050 87,50
	80 00172 4 0 000	Cyl. Ø: 87; Set: 4; [R G6 CR 2] [R G1 IF 2] [DSF CR 4] 80 00172 4 0 050 87,50

	92 792 960	Piston: 92792600; Cylinder liner: 88588190
	92 792 961	Piston: 92792600; Cylinder liner: 88828190



	88 588 190	T - Dry cylinder liner; semi; A=90 C=92 L=158.4 H=4.7, special material 'C'
	88 828 190	T - Dry cylinder liner; semi; A=90.25 C=92 L=158.4 H=4.7, outside oversize + 0,25 mm



	87 341 690	SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B
	87 695 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.252 St/A 87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.


	87 696 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/A 87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00, If used in the older connecting rod the lubrication hole must be bored.
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	87 741 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.255 St/B/G; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.255 St/B/G 87 741 610 0,25 / 87 741 620 0,50 / 87 741 630 0,75 / 87 741 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.
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	87 744 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/B/G 87 744 610 0,25 / 87 744 620 0,50 / 87 744 630 0,75 / 87 744 640 1,00
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	261118 2641	EX; 33.2 x 10 x 131 x A/S - Cr - 30° - 25 - III IN; 39 x 10 x 131.5 x S - Cr - 30° - 25 -		81-2604 81-2646 81-2605 81-2602 81-2645 81-2603	EX; 14/ x 10 x 48.5 G1 EX; 14/ x 10 x 49.5 G1 EX; 14.2/ x 10 x 48.5 G1 IN; 14/ x 10 x 60 G1 IN; 14/ x 10 x 61 G1 IN; 14.2/ x 10 x 60 G1
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25		87	OM 615	919, 930, 935		D	AN	4	2197 cm³	2V	38-44 kW	51-60 PS	ε21:1	92,4
			U 421											

	92 792 600	Cyl. Ø: 87; KH: 48.25; VT1: -1.1; MT: -6.35; GL: 89.65; piston pin: 26x72; number of piston rings: 3 92 792 610 87,50 RTK R 3 MO G6 R 2 MO G6 DSF 4 CR → 80 00107 4 1 ...
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	80 00107 4 1 000	Cyl. Ø: 87; Set: 4; [R G6 CR 3] [NM 2] [DSF CR 4] 80 00107 4 1 050 87,50
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	92 792 960	Piston: 92792600; Cylinder liner: 88588190
	92 792 961	Piston: 92792600; Cylinder liner: 88828190



	88 588 190	T - Dry cylinder liner; semi; A=90 C=92 L=158.4 H=4.7, special material 'C'
	88 828 190	T - Dry cylinder liner; semi; A=90.25 C=92 L=158.4 H=4.7, outside oversize + 0,25 mm





cont...






	87 341 690 87 695 600	SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.252 St/A 87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.		
	87 696 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/A 87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00, If used in the older connecting rod the lubrication hole must be bored.		
	87 741 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.255 St/B/G; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.255 St/B/G 87 741 610 0,25 / 87 741 620 0,50 / 87 741 630 0,75 / 87 741 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.		
	87 744 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/B/G 87 744 610 0,25 / 87 744 620 0,50 / 87 744 630 0,75 / 87 744 640 1,00		
	261118 2641	EX; 33.2 x 10 x 131 x A/S - Cr - 30° - 25 - III IN; 39 x 10 x 131.5 x S - Cr - 30° - 25 -		81-2604 EX; 14/ x 10 x 48.5 G1 81-2646 EX; 14/ x 10 x 49.5 G1 81-2605 EX; 14.2/ x 10 x 48.5 G1 81-2602 IN; 14/ x 10 x 60 G1 81-2645 IN; 14/ x 10 x 61 G1 81-2603 IN; 14.2/ x 10 x 60 G1


26		87	OM 615	932	10.1969 → 12.1976	D	AN	4	2197 cm ³	2V	44 kW	60 PS	ε21:1	92,4
			U 404											

	92 792 600	Cyl. Ø: 87; KH: 48.25; VT1: -1.1; MT: -6.35; GL: 89.65; piston pin: 26x72; number of piston rings: 3 92 792 610 87,50 RTK R 3 MO G6 R 2 MO G6 DSF 4 CR → 80 00107 4 1 ...
	80 00107 4 1 000	Cyl. Ø: 87; Set: 4; [R G6 CR 3] [NM 2] [DSF CR 4] 80 00107 4 1 050 87,50

	92 792 960	Piston: 92792600; Cylinder liner: 88588190
	92 792 961	Piston: 92792600; Cylinder liner: 88828190
	88 588 190	T - Dry cylinder liner; semi; A=90 C=92 L=158.4 H=4.7, special material 'C'
	88 828 190	T - Dry cylinder liner; semi; A=90.25 C=92 L=158.4 H=4.7, outside oversize + 0,25 mm

	87 341 690 87 695 600	SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.252 St/A 87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.
	87 696 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/A 87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00, If used in the older connecting rod the lubrication hole must be bored.
	87 741 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.255 St/B/G; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.255 St/B/G 87 741 610 0,25 / 87 741 620 0,50 / 87 741 630 0,75 / 87 741 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.
	87 744 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/B/G 87 744 610 0,25 / 87 744 620 0,50 / 87 744 630 0,75 / 87 744 640 1,00

	261118 2641	EX; 33.2 x 10 x 131 x A/S - Cr - 30° - 25 - III IN; 39 x 10 x 131.5 x S - Cr - 30° - 25 -		81-2604 EX; 14/ x 10 x 48.5 G1 81-2646 EX; 14/ x 10 x 49.5 G1 81-2605 EX; 14.2/ x 10 x 48.5 G1 81-2602 IN; 14/ x 10 x 60 G1 81-2645 IN; 14/ x 10 x 61 G1 81-2603 IN; 14.2/ x 10 x 60 G1
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	50 005 032	36 mm bearing
	50 005 033	
	50 005 035	40 mm bearing
	50 005 932	30 mm bearing

M



27		87
	OM 615	960 (ESP)
		D AN 4 1988 cm ³ 2V 44 kW 60 PS £21:1 83,6

	88 588 190	T - Dry cylinder liner; semi; A=90 C=92 L=158.4 H=4.7, special material 'C'
	88 828 190	T - Dry cylinder liner; semi; A=90.25 C=92 L=158.4 H=4.7, outside oversize + 0,25 mm
	78 616 600	PAIR AS STD Ø 78.250 / 91.250 // 2.200 St/A 78 616 610 0,10 / 78 616 620 0,20
	87 341 690	SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B
	87 489 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A 87 489 610 0,25 / 87 489 620 0,50 / 87 489 630 0,75 / 87 489 640 1,00
	87 695 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.252 St/A 87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00 , PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.
	87 696 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/A 87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00 , If used in the older connecting rod the lubrication hole must be bored.

	261118	EX; 33.2 x 10 x 131 x A/S - Cr - 30° - 25 - III		81-2604	EX; 14/ x 10 x 48.5 G1
	2641	IN; 39 x 10 x 131.5 x S - Cr - 30° - 25 -		81-2646	EX; 14/ x 10 x 49.5 G1
				81-2605	EX; 14.2/ x 10 x 48.5 G1
				81-2602	IN; 14/ x 10 x 60 G1
				81-2645	IN; 14/ x 10 x 61 G1
				81-2603	IN; 14.2/ x 10 x 60 G1

28		87
	OM 615	961 - 962 (ESP), 970 (ESP)
		05.1973 → D AN 4 1988 cm ³ 2V 43-44 kW 58-60 PS 83,6
	MB-Trac 100, MB-Trac 90	

	93 309 600	Cyl. Ø: 87; KH: 52.9; VT1: -1.2; MT: -9.06; GL: 91.4; piston pin: 26x72; number of piston rings: 3 93 309 620 87,50
		RTK
	R 2	CR G6
	R 2	G1
	DSF 4	CR
		→ 80 00172 4 0 ...
		93 309 600 not exchangeable against 93 343 600

	80 00172 4 0 000	Cyl. Ø: 87; Set: 4; [R G6 CR 2] [R G1 IF 2] [DSF CR 4] 80 00172 4 0 050 87,50
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	93 309 960	Piston: 93309600; Cylinder liner: 88588190
	93 309 961	Piston: 93309600; Cylinder liner: 88828190

	88 588 190	T - Dry cylinder liner; semi; A=90 C=92 L=158.4 H=4.7, special material 'C'
	88 828 190	T - Dry cylinder liner; semi; A=90.25 C=92 L=158.4 H=4.7, outside oversize + 0,25 mm

	78 616 600	PAIR AS STD Ø 78.250 / 91.250 // 2.200 St/A 78 616 610 0,10 / 78 616 620 0,20
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	87 341 690	SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B
	87 489 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A 87 489 610 0,25 / 87 489 620 0,50 / 87 489 630 0,75 / 87 489 640 1,00

	87 695 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.252 St/A 87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00 , PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.
	87 696 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/A 87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00 , If used in the older connecting rod the lubrication hole must be bored.

	261118	EX; 33.2 x 10 x 131 x A/S - Cr - 30° - 25 - III		81-2604	EX; 14/ x 10 x 48.5 G1
	2641	IN; 39 x 10 x 131.5 x S - Cr - 30° - 25 -		81-2646	EX; 14/ x 10 x 49.5 G1
				81-2605	EX; 14.2/ x 10 x 48.5 G1
				81-2602	IN; 14/ x 10 x 60 G1
				81-2645	IN; 14/ x 10 x 61 G1
				81-2603	IN; 14.2/ x 10 x 60 G1

M



29

87



OM 615

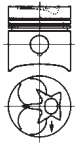
962-001 (ESP), 962-002 (ESP)

D AN 4 1988 cm³ 2V 27-43 kW 37-58 PS ϵ 21:1 η 83,6



93 309 600

Cyl. \varnothing : 87; KH: 52.9; VT1: -1.2; MT: -9.06; GL: 91.4; piston pin: 26x72; number of piston rings: 3



93 309 620 87,50

RTK

R 2 CR G6

R 2 G1

DSF 4 CR

→ **80 00172 4 0 ...**

93 309 600 not exchangeable against 93 343 600



80 00172 4 0 000

Cyl. \varnothing : 87; Set: 4; [R G6 CR 2] [R G1 IF 2] [DSF CR 4]

80 00172 4 0 050 87,50



93 309 960

Piston: 93309600; Cylinder liner: 88588190

93 309 961

Piston: 93309600; Cylinder liner: 88828190



88 588 190

T - Dry cylinder liner; semi; A=90 C=92 L=158.4 H=4.7, special material 'C'

88 828 190

T - Dry cylinder liner; semi; A=90.25 C=92 L=158.4 H=4.7, outside oversize + 0,25 mm

30

87



OM 615

963

12.1980 → 08.1991 D AN 4 1988 cm³ 2V 43 kW 58 PS ϵ 21:1 η 83,6



MB-Trac 100, MB-Trac 90



93 309 600

Cyl. \varnothing : 87; KH: 52.9; VT1: -1.2; MT: -9.06; GL: 91.4; piston pin: 26x72; number of piston rings: 3



93 309 620 87,50

RTK

R 2 CR G6

R 2 G1

DSF 4 CR

→ **80 00172 4 0 ...**

93 309 600 not exchangeable against 93 343 600



80 00172 4 0 000

Cyl. \varnothing : 87; Set: 4; [R G6 CR 2] [R G1 IF 2] [DSF CR 4]

80 00172 4 0 050 87,50

80 00174 4 0 000

Cyl. \varnothing : 87; Set: 4; [R G6 IF MO 3] [R G1 IF 2] [DSF CR 4]

80 00174 4 0 050 87,50 / **80 00174 4 0 100** 88,00



93 309 960

Piston: 93309600; Cylinder liner: 88588190

93 309 961

Piston: 93309600; Cylinder liner: 88828190



88 588 190

T - Dry cylinder liner; semi; A=90 C=92 L=158.4 H=4.7, special material 'C'

88 828 190

T - Dry cylinder liner; semi; A=90.25 C=92 L=158.4 H=4.7, outside oversize + 0,25 mm



78 616 600

PAIR AS STD \varnothing 78.250 / 91.250 / / 2.200 St/A

78 616 610 0,10 / **78 616 620** 0,20

87 341 690

SET PL-B SEMI \varnothing 26.000 / 29.000 / 31.800 / St/B

87 489 600

SET HL STD \varnothing 69.965 / 74.500 / 27.000 / 2.252 St/A

87 489 610 0,25 / **87 489 620** 0,50 / **87 489 630** 0,75 / **87 489 640** 1,00

87 695 600

SET HL STD \varnothing 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD \varnothing 69.965 / 74.500 / 33.900 / 2.252 St/A

87 695 610 0,25 / **87 695 620** 0,50 / **87 695 630** 0,75 / **87 695 640** 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove.

Between flanges 29,5 mm.

87 696 600

SET PL STD \varnothing 51.965 / 55.600 / 26.000 / 1.805 St/A

87 696 610 0,25 / **87 696 620** 0,50 / **87 696 630** 0,75 / **87 696 640** 1,00, If used in the older connecting rod the lubrication hole must be bored.



261118

EX; 33.2 x 10 x 131 x A/S - Cr - 30° - 25 - III

2641

IN; 39 x 10 x 131.5 x S - Cr - 30° - 25 -



81-2604

EX; 14/ x 10 x 48.5 G1

81-2646

EX; 14/ x 10 x 49.5 G1

81-2605

EX; 14.2/ x 10 x 48.5 G1

81-2602

IN; 14/ x 10 x 60 G1

81-2645

IN; 14/ x 10 x 61 G1

81-2603

IN; 14.2/ x 10 x 60 G1



50 005 032

36 mm bearing

50 005 035

40 mm bearing

50 005 932

30 mm bearing

M



31		87
	OM 615	964 - 966 (ESP), 967 (POR), 968 (ESP), 969 (POR)
		05.1973 → D AN 4 1988 cm ³ 2V 40 kW 55 PS £21:1 83,6
	93 343 600	Cyl. Ø: 87; KH: 52.9; VT1: -1; MT: -6.15; GL: 91.4; piston pin: 26x72; number of piston rings: 3
	93 343 620	87,50
	RTK	
	R 3	MO G6
	R 2	G1
	DSF 4	CR
	→ 80 00174 4 0 ...	
	80 00174 4 0 000	Cyl. Ø: 87; Set: 4; [R G6 IF MO 3] [R G1 IF 2] [DSF CR 4]
	80 00174 4 0 050 87,50 / 80 00174 4 0 100 88,00	
	88 588 190	T - Dry cylinder liner; semi; A=90 C=92 L=158.4 H=4.7, special material 'C'
	88 828 190	T - Dry cylinder liner; semi; A=90.25 C=92 L=158.4 H=4.7, outside oversize + 0,25 mm
	78 616 600	PAIR AS STD Ø 78.250 / 91.250 // 2.200 St/A
	78 616 610 0,10 / 78 616 620 0,20	
	87 341 690	SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B
	87 489 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A
	87 489 610 0,25 / 87 489 620 0,50 / 87 489 630 0,75 / 87 489 640 1,00	
	87 695 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.252 St/A
	87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove.	
	Between flanges 29,5 mm.	
	87 696 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/A
	87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00, If used in the older connecting rod the lubrication hole must be bored.	
	261118	EX; 33.2 x 10 x 131 x A/S - Cr - 30° - 25 - III
	2641	IN; 39 x 10 x 131.5 x S - Cr - 30° - 25 -
	81-2604	EX; 14/ x 10 x 48.5 G1
	81-2646	EX; 14/ x 10 x 49.5 G1
	81-2605	EX; 14.2/ x 10 x 48.5 G1
	81-2602	IN; 14/ x 10 x 60 G1
	81-2645	IN; 14/ x 10 x 61 G1
	81-2603	IN; 14.2/ x 10 x 60 G1

M

32		87
	OM 621	916, 931
		01.1966 → 12.1967 D AN 4 1988 cm ³ 2V 25-29 kW 34-39 PS £21:1 83,6
	U 40, U 45, U 55	
	88 588 190	T - Dry cylinder liner; semi; A=90 C=92 L=158.4 H=4.7, special material 'C'
	88 828 190	T - Dry cylinder liner; semi; A=90.25 C=92 L=158.4 H=4.7, outside oversize + 0,25 mm
	87 341 690	SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B
	261118	EX; 33.2 x 10 x 131 x A/S - Cr - 30° - 25 - III
	2641	IN; 39 x 10 x 131.5 x S - Cr - 30° - 25 -
	81-2604	EX; 14/ x 10 x 48.5 G1
	81-2646	EX; 14/ x 10 x 49.5 G1
	81-2605	EX; 14.2/ x 10 x 48.5 G1
	81-2602	IN; 14/ x 10 x 60 G1
	81-2645	IN; 14/ x 10 x 61 G1
	81-2603	IN; 14.2/ x 10 x 60 G1

	50 005 033	
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33		88
	OM 611	960
		12.1997 → 02.2001 D LA 4 2148 cm ³ 4V 75-92 kW 102-125 PS £19:1 88,3
	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A
	78 662 610 0,10 / 78 662 620 0,20	
	77 518 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A; HL STD Ø 57.965 / 62.500 / 17.500 / 2.265 St/B/S
	77 518 610 0,25 / 77 518 620 0,50 / 77 518 630 0,75, The lower shell is marked with 'SPUTTER'.	
	77 521 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD Ø 47.965 / 51.600 / 21.800 / 1.816 St/B/S
	77 521 610 0,25 / 77 521 620 0,50, The upper shell is marked with 'SPUTTER'.	
	77 524 690	SET PL-B SEMI Ø 30.000 / 32.500 / 21.900 / St/M, 01.2000 →
	77 732 690	SET PL-B SEMI Ø 28.000 / 30.500 / 21.900 / St/B, →12.1999
	50 003 121	-- G - S -- SB -- ; bare, ATTENTION: Check information to water channel hole Ø 8 mm!, →mot. 30 128575 / 40 068033
	50 003 421	- V - G - S -- SB -- ; partially assembled, ATTENTION: Check information to water channel hole Ø 8 mm!, →mot. 30 128575 / 40 068033

cont...



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

	261103	EX; 28.4 x 7 x 104.4 x A/S - Cr - 45° - 1 - III		81-26182	IN/EX; 12.57/ x 7 x 37.5 G2
	261102	IN; 30.1 x 7 x 104 x S - Ni - 45° - 1 -			
	50 006 374	CAM			
	50 006 375	CAM			
	50 005 455				
	50 006 424				

34 **88**
OM 611 **961**
07.1998 → 01.2003 D LA 4 2151 cm³ 4V 75-105 kW 102-143 PS ϵ 19:1 88,3

	97 409 600	Cyl. \varnothing : 88.01; KH: 42.3; MT: -13.9; M \varnothing : 43.7; GL: 72.3; piston pin: 30x70; number of piston rings: 3 97 409 610 88,51 RTK, KKK R 2,5 CK G6 M 2 G3 DSF 3 CR → 80 00480 1 0 ... 09.1999→
	80 00480 1 0 000	Cyl. \varnothing : 88; Set: 1; [R G6 IF CK 2.5] [M G3 IF 2] [DSF CR 3] 80 00480 1 0 050 88,50 , 09.1999→
	78 662 600	PAIR AS STD \varnothing 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20
	77 518 600	SET HL STD \varnothing 57.965 / 62.500 / 17.500 / 2.261 St/A; HL STD \varnothing 57.965 / 62.500 / 17.500 / 2.265 St/B/S 77 518 610 0,25 / 77 518 620 0,50 / 77 518 630 0,75 , The lower shell is marked with 'SPUTTER'.
	77 521 600	SET PL STD \varnothing 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD \varnothing 47.965 / 51.600 / 21.800 / 1.816 St/B/S 77 521 610 0,25 / 77 521 620 0,50 , The upper shell is marked with 'SPUTTER'.
	77 524 690	SET PL-B SEMI \varnothing 30.000 / 32.500 / 21.900 / St/M, 01.2000→
	77 732 690	SET PL-B SEMI \varnothing 28.000 / 30.500 / 21.900 / St/B, →12.1999
	50 003 121	-- G - S - - SB - - -; bare, ATTENTION: Check information to water channel hole \varnothing 8 mm!, →mot. 30 128575 / 40 068033
	50 003 421	- V - G - S - - SB - - -; partially assembled, ATTENTION: Check information to water channel hole \varnothing 8 mm!, →mot. 30 128575 / 40 068033

	261103	EX; 28.4 x 7 x 104.4 x A/S - Cr - 45° - 1 - III		81-26182	IN/EX; 12.57/ x 7 x 37.5 G2
	261102	IN; 30.1 x 7 x 104 x S - Ni - 45° - 1 -			
	50 006 374	CAM			
	50 006 375	CAM			
	50 005 455				
	50 006 424				

35 **88**
OM 611 **962**
05.2000 → D LA 4 2151 cm³ 4V 85-105 kW 116-143 PS ϵ 18:1 88,3

	97 409 600	Cyl. \varnothing : 88.01; KH: 42.3; MT: -13.9; M \varnothing : 43.7; GL: 72.3; piston pin: 30x70; number of piston rings: 3 97 409 610 88,51 RTK, KKK R 2,5 CK G6 M 2 G3 DSF 3 CR → 80 00480 1 0 ...
	80 00480 1 0 000	Cyl. \varnothing : 88; Set: 1; [R G6 IF CK 2.5] [M G3 IF 2] [DSF CR 3] 80 00480 1 0 050 88,50
	78 662 600	PAIR AS STD \varnothing 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20
	77 518 600	SET HL STD \varnothing 57.965 / 62.500 / 17.500 / 2.261 St/A; HL STD \varnothing 57.965 / 62.500 / 17.500 / 2.265 St/B/S 77 518 610 0,25 / 77 518 620 0,50 / 77 518 630 0,75 , The lower shell is marked with 'SPUTTER'.
	77 521 600	SET PL STD \varnothing 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD \varnothing 47.965 / 51.600 / 21.800 / 1.816 St/B/S 77 521 610 0,25 / 77 521 620 0,50 , The upper shell is marked with 'SPUTTER'.
	77 524 690	SET PL-B SEMI \varnothing 30.000 / 32.500 / 21.900 / St/M

cont...



TRW
EngineComponents



MERCEDES-BENZ

	261103	EX; 28.4 x 7 x 104.4 x A/S - Cr - 45° - 1 - III		81-26182	IN/EX; 12.57/ x 7 x 37.5 G2
	261102	IN; 30.1 x 7 x 104 x S - Ni - 45° - 1 -			
	50 006 374	CAM			
	50 006 375	CAM			
	50 005 455				
	50 006 424				

36		88									
	OM 611	980									
		04.1999→	D	LA	4	2151 cm³	4V	60-90 kW	82-122 PS	ε 18:1	88,3

	97 409 600	Cyl. Ø: 88.01; KH: 42.3; MT: -13.9; MØ: 43.7; GL: 72.3; piston pin: 30x70; number of piston rings: 3
	97 409 610 88,51	RTK, KKK
		R 2,5 CK G6
		M 2 G3
		DSF 3 CR
		→ 80 00480 1 0 ...
		09.1999→
	80 00480 1 0 000	Cyl. Ø: 88; Set: 1; [R G6 IF CK 2.5] [M G3 IF 2] [DSF CR 3]
		80 00480 1 0 050 88,50 , 09.1999→
	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A
		78 662 610 0,10 / 78 662 620 0,20
	77 518 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A; HL STD Ø 57.965 / 62.500 / 17.500 / 2.265 St/B/S
		77 518 610 0,25 / 77 518 620 0,50 / 77 518 630 0,75 , The lower shell is marked with 'SPUTTER'.
	77 521 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD Ø 47.965 / 51.600 / 21.800 / 1.816 St/B/S
		77 521 610 0,25 / 77 521 620 0,50 , The upper shell is marked with 'SPUTTER'.
	77 524 690	SET PL-B SEMI Ø 30.000 / 32.500 / 21.900 / St/M, 01.2000→
	77 732 690	SET PL-B SEMI Ø 28.000 / 30.500 / 21.900 / St/B, →12.1999
	50 003 119	-- G - S -- SB --; bare, ATTENTION: Check information to water channel hole Ø 8 mm!
	50 003 419	- V - G - S -- SB --; partially assembled, ATTENTION: Check information to water channel hole Ø 8 mm!

M

	261103	EX; 28.4 x 7 x 104.4 x A/S - Cr - 45° - 1 - III		81-26182	IN/EX; 12.57/ x 7 x 37.5 G2
	261102	IN; 30.1 x 7 x 104 x S - Ni - 45° - 1 -			
	50 006 374	CAM			
	50 006 375	CAM			
	50 005 776				
	50 006 424				

37		88									
	OM 611 Euro 3	981									
		04.2000→	D	LA	4	2151 cm³	4V	80 kW	109 PS	ε 18:1	88,3

	97 409 600	Cyl. Ø: 88.01; KH: 42.3; MT: -13.9; MØ: 43.7; GL: 72.3; piston pin: 30x70; number of piston rings: 3
	97 409 610 88,51	RTK, KKK
		R 2,5 CK G6
		M 2 G3
		DSF 3 CR
		→ 80 00480 1 0 ...
	80 00480 1 0 000	Cyl. Ø: 88; Set: 1; [R G6 IF CK 2.5] [M G3 IF 2] [DSF CR 3]
		80 00480 1 0 050 88,50
	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A
		78 662 610 0,10 / 78 662 620 0,20
	77 518 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A; HL STD Ø 57.965 / 62.500 / 17.500 / 2.265 St/B/S
		77 518 610 0,25 / 77 518 620 0,50 / 77 518 630 0,75 , The lower shell is marked with 'SPUTTER'.
	77 521 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD Ø 47.965 / 51.600 / 21.800 / 1.816 St/B/S
		77 521 610 0,25 / 77 521 620 0,50 , The upper shell is marked with 'SPUTTER'.
	77 524 690	SET PL-B SEMI Ø 30.000 / 32.500 / 21.900 / St/M

cont...



TRW
EngineComponents



MERCEDES-BENZ

	50 003 119	-- G - S - - SB - - -; bare, ATTENTION: Check information to water channel hole \varnothing 8 mm!, \rightarrow mot. 50020031
	50 003 419	- V - G - S - - SB - - -; partially assembled, ATTENTION: Check information to water channel hole \varnothing 8 mm!, \rightarrow mot. 50020031
	261103	EX; 28.4 x 7 x 104.4 x A/S - Cr - 45° - 1 - III
	261102	IN; 30.1 x 7 x 104 x S - Ni - 45° - 1 -
	50 006 374	CAM
	50 006 375	CAM
	50 005 782	
	50 006 424	



81-26182

IN/EX; 12.57/ x 7 x 37.5 G2

38

88



OM 611 Euro 3

987

04.2000 \rightarrow

D

LA

4

2151 cm³

4V

60 kW

82 PS

€ 18:1

88,3



97 409 600

Cyl. \varnothing : 88.01; KH: 42.3; MT: -13.9; M \varnothing : 43.7; GL: 72.3; piston pin: 30x70; number of piston rings: 3

97 409 610 88,51

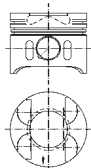
RTK, KKK

R 2,5 CK G6

M 2 G3

DSF 3 CR

\rightarrow **80 00480 1 0 ...**



80 00480 1 0 000

Cyl. \varnothing : 88; Set: 1; [R G6 IF CK 2.5] [M G3 IF 2] [DSF CR 3]

80 00480 1 0 050 88,50



78 662 600

PAIR AS STD \varnothing 66.050 / 80.750 // 2.200 St/A

78 662 610 0,10 / 78 662 620 0,20

77 518 600

SET HL STD \varnothing 57.965 / 62.500 / 17.500 / 2.261 St/A; HL STD \varnothing 57.965 / 62.500 / 17.500 / 2.265 St/B/S

77 518 610 0,25 / 77 518 620 0,50 / 77 518 630 0,75, The lower shell is marked with 'SPUTTER'.

77 521 600

SET PL STD \varnothing 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD \varnothing 47.965 / 51.600 / 21.800 / 1.816 St/B/S

77 521 610 0,25 / 77 521 620 0,50, The upper shell is marked with 'SPUTTER'.

77 524 690

SET PL-B SEMI \varnothing 30.000 / 32.500 / 21.900 / St/M



50 003 119

-- G - S - - SB - - -; bare, ATTENTION: Check information to water

channel hole \varnothing 8 mm!

50 003 419

- V - G - S - - SB - - -; partially assembled, ATTENTION: Check information to water

channel hole \varnothing 8 mm!



261103

EX; 28.4 x 7 x 104.4 x A/S - Cr - 45° - 1 - III



81-26182

IN/EX; 12.57/ x 7 x 37.5 G2

261102

IN; 30.1 x 7 x 104 x S - Ni - 45° - 1 -



50 006 374

CAM



50 006 375

CAM



50 006 424

39

88



OM 612

961 - 963

06.1999 \rightarrow

D

LA

5

2687 cm³

4V

120-125 kW

163-170 PS

€ 18:1

88,3



97 409 600

Cyl. \varnothing : 88.01; KH: 42.3; MT: -13.9; M \varnothing : 43.7; GL: 72.3; piston pin: 30x70; number of piston rings: 3

97 409 610 88,51

RTK, KKK

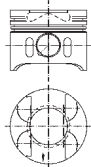
R 2,5 CK G6

M 2 G3

DSF 3 CR

\rightarrow **80 00480 1 0 ...**

OM 612.961: 09.1999 \rightarrow



80 00480 1 0 000

Cyl. \varnothing : 88; Set: 1; [R G6 IF CK 2.5] [M G3 IF 2] [DSF CR 3]

80 00480 1 0 050 88,50, **OM 612.961**: 09.1999 \rightarrow



78 662 600

PAIR AS STD \varnothing 66.050 / 80.750 // 2.200 St/A

78 662 610 0,10 / 78 662 620 0,20

77 519 600

SET HL STD \varnothing 57.965 / 62.500 / 17.500 / 2.261 St/A; HL STD \varnothing 57.965 / 62.500 / 17.500 / 2.265 St/B/S

77 519 610 0,25 / 77 519 620 0,50 / 77 519 630 0,75, The lower shell is marked with 'SPUTTER'.

77 522 600

SET PL STD \varnothing 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD \varnothing 47.965 / 51.600 / 21.800 / 1.816 St/B/S

77 522 610 0,25 / 77 522 620 0,50, The upper shell is marked with 'SPUTTER'.

77 525 690

SET PL-B SEMI \varnothing 30.000 / 32.500 / 21.900 / St/M

cont...

M



TRW
EngineComponents



MERCEDES-BENZ

	50 003 123	-- G - S -- SB - - -; bare, Manifold side - water plug - not fitted - Ø 18 mm		
	50 003 423	- V - G - S -- SB - - -; partially assembled, Manifold side - water plug - not fitted - Ø 18 mm		
	261103	EX; 28.4 x 7 x 104.4 x A/S - Cr - 45° - 1 - III		81-26182 IN/EX; 12.57/ x 7 x 37.5 G2
	261102	IN; 30.1 x 7 x 104 x S - Ni - 45° - 1 -		
	50 005 455			
	50 006 424			

40		88											
		OM 612	965										
			10.2001 →	D	LA	5	2687 cm ³	4V	120 kW	163 PS	£ 19:1		88,3
	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20											
	77 519 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A; HL STD Ø 57.965 / 62.500 / 17.500 / 2.265 St/B/S 77 519 610 0,25 / 77 519 620 0,50 / 77 519 630 0,75, The lower shell is marked with 'SPUTTER'.											
	77 522 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD Ø 47.965 / 51.600 / 21.800 / 1.816 St/B/S 77 522 610 0,25 / 77 522 620 0,50, The upper shell is marked with 'SPUTTER'.											
	77 525 690	SET PL-B SEMI Ø 30.000 / 32.500 / 21.900 / St/M											
	50 003 123	-- G - S -- SB - - -; bare, Manifold side - water plug - not fitted - Ø 18 mm											
	50 003 423	- V - G - S -- SB - - -; partially assembled, Manifold side - water plug - not fitted - Ø 18 mm											
	261103	EX; 28.4 x 7 x 104.4 x A/S - Cr - 45° - 1 - III		81-26182	IN/EX; 12.57/ x 7 x 37.5 G2								
	261102	IN; 30.1 x 7 x 104 x S - Ni - 45° - 1 -											
	50 006 424												

M	41		88											
			OM 612	966 - 967										
				09.2001 →	D	LA	5	2687 cm ³	4V	115-125 kW	156-170 PS	£ 18:1		88,3
	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20												
	77 519 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A; HL STD Ø 57.965 / 62.500 / 17.500 / 2.265 St/B/S 77 519 610 0,25 / 77 519 620 0,50 / 77 519 630 0,75, The lower shell is marked with 'SPUTTER'.												
	77 522 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD Ø 47.965 / 51.600 / 21.800 / 1.816 St/B/S 77 522 610 0,25 / 77 522 620 0,50, The upper shell is marked with 'SPUTTER'.												
	77 525 690	SET PL-B SEMI Ø 30.000 / 32.500 / 21.900 / St/M												
	50 003 123	-- G - S -- SB - - -; bare, Manifold side - water plug - not fitted - Ø 18 mm												
	50 003 423	- V - G - S -- SB - - -; partially assembled, Manifold side - water plug - not fitted - Ø 18 mm												
	261103	EX; 28.4 x 7 x 104.4 x A/S - Cr - 45° - 1 - III		81-26182	IN/EX; 12.57/ x 7 x 37.5 G2									
	261102	IN; 30.1 x 7 x 104 x S - Ni - 45° - 1 -												
	50 005 455													
	50 006 424													

42		88											
		OM 612 Euro 3	981										
			04.2000 →	D	LA	5	2686 cm ³	4V	110 kW	150 PS	£ 18:1		88,3
	97 409 600	Cyl. Ø: 88.01; KH: 42.3; MT: -13.9; MØ: 43.7; GL: 72.3; piston pin: 30x70; number of piston rings: 3 97 409 610 88,51											
		RTK, KKK											
		R 2,5 CK G6											
		M 2 G3											
		DSF 3 CR											
		→ 80 00480 1 0 ...											

cont...



	80 00480 1 0 000	Cyl. Ø: 88; Set: 1; [R G6 IF CK 2.5] [M G3 IF 2] [DSF CR 3] 80 00480 1 0 050 88,50			
	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20			
	77 519 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A; HL STD Ø 57.965 / 62.500 / 17.500 / 2.265 St/B/S 77 519 610 0,25 / 77 519 620 0,50 / 77 519 630 0,75 , The lower shell is marked with 'SPUTTER'.			
	77 522 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD Ø 47.965 / 51.600 / 21.800 / 1.816 St/B/S 77 522 610 0,25 / 77 522 620 0,50 , The upper shell is marked with 'SPUTTER'.			
	77 525 690	SET PL-B SEMI Ø 30.000 / 32.500 / 21.900 / St/M			
	50 003 125	-- G - S -- SB --; bare, Manifoldside - water plug - fitted - Ø 19 mm			
	50 003 425	- V - G - S -- SB --; partially assembled, Manifoldside - water plug - fitted - Ø 19 mm			
	261103	EX; 28.4 x 7 x 104.4 x A/S - Cr - 45° - 1 - III		81-26182	IN/EX; 12.57/ x 7 x 37.5 G2
	261102	IN; 30.1 x 7 x 104 x S - Ni - 45° - 1 -			
	50 005 782				
	50 006 424				

43		88
	OM 646	992
		D LA 4 2151 cm ³ 4V
		€ 18:1
		88,3

	97 482 600	Cyl. Ø: 88.01; KH: 42.3; MT: -14.1; MØ: 46; GL: 72.3; piston pin: 30x70; number of piston rings: 3 97 482 610 88,51 RTK, KKK, TPL R 2,5 CK G6 M 2 G3 DSF 3 CR → 80 00480 1 0 ...
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	80 00480 1 0 000	Cyl. Ø: 88; Set: 1; [R G6 IF CK 2.5] [M G3 IF 2] [DSF CR 3]			
	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20			
	77 518 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A; HL STD Ø 57.965 / 62.500 / 17.500 / 2.265 St/B/S 77 518 610 0,25 / 77 518 620 0,50 / 77 518 630 0,75 , The lower shell is marked with 'SPUTTER'.			
	77 521 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD Ø 47.965 / 51.600 / 21.800 / 1.816 St/B/S 77 521 610 0,25 / 77 521 620 0,50 , The upper shell is marked with 'SPUTTER'.			
	77 524 690	SET PL-B SEMI Ø 30.000 / 32.500 / 21.900 / St/M			
	261125	EX; 26.2 x 7 x 104.5 x RA/S - Ni - 45° - 1 -		LK-6H	
	261124	IN; 28.7 x 7 x 104.1 x S - Ni - 45° - 1 -		81-26182	IN/EX; 12.57/ x 7 x 37.5 G2
	50 006 424				

44		89
	OM 601	900/-000
		07.1989 →
		D AN 4 2299 cm ³ 2V
		92,4

	91 372 600	Cyl. Ø: 89; KH: 44.65; VT1: -1.05; VT2: -1.25; MT: -9.05; GL: 74.65; piston pin: 26x62; number of piston rings: 3 91 372 620 89,50 / 91 372 610 89,70 RTK R 2,5 CR G6 M 2 G3 DSF 3 CR → 80 00178 1 0 ..., 80 00178 1 1 ...
	94 675 600	Cyl. Ø: 89; KH: 44.45; VT1: -1.05; VT2: -1.25; MT: -9.05; GL: 74.65; piston pin: 26x62; number of piston rings: 3 94 675 620 89,50 / 94 675 610 89,70 RTK R 2,5 CR G6 M 2 G3 DSF 3 CR → 80 00178 1 0 ..., 80 00178 1 1 ...
	80 00178 1 0 000	Cyl. Ø: 89; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3] 80 00178 1 0 050 89,50 / 80 00178 1 0 100 89,70
	80 00178 1 1 000	Cyl. Ø: 89; Set: 1; [R G6 IF MO 2.5] [M G3 IF 2] [DSF CR 3]

cont...



TRW
EngineComponents



MERCEDES-BENZ

	91 372 960	Piston: 91372600; Cylinder liner: 89429190
	91 372 961	Piston: 91372600; Cylinder liner: 89456190
	94 675 960	Piston: 94675600; Cylinder liner: 89429190
	89 456 190	T - Dry cylinder liner; semi; A=91.5 C=94.05 L=156.5 H=4.7
	89 429 190	T - Dry cylinder liner; semi; A=91.5 C=96.5 L=156.5 H=4.7
	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20
	87 231 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A/B; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A 87 231 610 0,25 / 87 231 620 0,50 / 87 231 630 0,75 , Upper half with hole, material St/KS961/B
	87 322 690	SET PL-B SEMI Ø 26.000 / 28.500 / 21.900 / St/B
	87 435 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A 87 435 610 0,25 / 87 435 620 0,50 / 87 435 630 0,75 / 87 435 640 1,00
	50 003 035	-- G - S - - SB - - -; bare, Hydraulic tappets, All "a+b" bolts with M8 thread must be tightened with 25 Nm torque
	26032	EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III
	26024	IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III
	92-16124	EX; 37.08 x 30.56 x 7; G1; 30°
	92-16120	IN; 40.08 x 33.5 x 7; G1; 45°
	92-16121	IN; 40.585 x 33.5 x 7.3; G1
	50 006 282	CAM
	50 006 456	

	RK-8H	
	81-1685	EX; 14.02/ x 9 x 37.3 G1 - CC
	81-1686	EX; 14.2/ x 9 x 37.3 G1 - CC
	81-1687	EX; 14.4/ x 9 x 37.3 G1 - CC
	81-1682	IN; 14.02/ x 8 x 39.5 G1 - CC
	81-1683	IN; 14.2/ x 8 x 39.5 G1 - CC
	81-1684	IN; 14.4/ x 8 x 39.5 G1 - CC

45 **89**
OM 601 **940 - 943**
10.1986 → 10.2003 D AN 4 2299 cm³ 2V 58-60 kW 79-82 PS 92,4

M

	91 372 600	Cyl. Ø: 89; KH: 44.65; VT1: -1.05; VT2: -1.25; MT: -9.05; GL: 74.65; piston pin: 26x62; number of piston rings: 3 91 372 620 89,50 / 91 372 610 89,70 RTK R 2,5 CR G6 M 2 G3 DSF 3 CR → 80 00178 1 0 ... , 80 00178 1 1 ...
	94 675 600	Cyl. Ø: 89; KH: 44.45; VT1: -1.05; VT2: -1.25; MT: -9.05; GL: 74.65; piston pin: 26x62; number of piston rings: 3 94 675 620 89,50 / 94 675 610 89,70 RTK R 2,5 CR G6 M 2 G3 DSF 3 CR → 80 00178 1 0 ... , 80 00178 1 1 ...
	80 00178 1 0 000	Cyl. Ø: 89; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3] 80 00178 1 0 050 89,50 / 80 00178 1 0 100 89,70
	80 00178 1 1 000	Cyl. Ø: 89; Set: 1; [R G6 IF MO 2.5] [M G3 IF 2] [DSF CR 3]
	91 372 960	Piston: 91372600; Cylinder liner: 89429190
	91 372 961	Piston: 91372600; Cylinder liner: 89456190
	94 675 960	Piston: 94675600; Cylinder liner: 89429190
	89 456 190	T - Dry cylinder liner; semi; A=91.5 C=94.05 L=156.5 H=4.7
	89 429 190	T - Dry cylinder liner; semi; A=91.5 C=96.5 L=156.5 H=4.7
	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20
	87 231 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A/B; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A 87 231 610 0,25 / 87 231 620 0,50 / 87 231 630 0,75 , Upper half with hole, material St/KS961/B
	87 322 690	SET PL-B SEMI Ø 26.000 / 28.500 / 21.900 / St/B
	87 435 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A 87 435 610 0,25 / 87 435 620 0,50 / 87 435 630 0,75 / 87 435 640 1,00
	50 003 035	-- G - S - - SB - - -; bare, Hydraulic tappets, All "a+b" bolts with M8 thread must be tightened with 25 Nm torque
	26032	EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III
	26024	IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III
	92-16124	EX; 37.08 x 30.56 x 7; G1; 30°
	92-16120	IN; 40.08 x 33.5 x 7; G1; 45°

	RK-8H	
	81-1685	EX; 14.02/ x 9 x 37.3 G1 - CC
	81-1686	EX; 14.2/ x 9 x 37.3 G1 - CC
	81-1687	EX; 14.4/ x 9 x 37.3 G1 - CC

cont...



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

92-16121	IN; 40.585 x 33.5 x 7.3; G1	81-1682	IN; 14.02/ x 8 x 39.5 G1 - CC
		81-1683	IN; 14.2/ x 8 x 39.5 G1 - CC
		81-1684	IN; 14.4/ x 8 x 39.5 G1 - CC
50 006 282	CAM		
50 005 439			
50 006 456			

46 **89**
OM 601 **970**
11.1995 → D LA 4 2299 cm³ 2V 72 kW 98 PS € 19,5:1 92,4

80 00178 1 0 000	Cyl. Ø: 89; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3] 80 00178 1 0 050 89,50 / 80 00178 1 0 100 89,70
80 00178 1 1 000	Cyl. Ø: 89; Set: 1; [R G6 IF MO 2.5] [M G3 IF 2] [DSF CR 3]
78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20
77 287 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/B/S 77 287 610 0,25 / 77 287 620 0,50, The upper shell is marked with 'SPUTTER'.
77 732 690	SET PL-B SEMI Ø 28.000 / 30.500 / 21.900 / St/B
87 435 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A 87 435 610 0,25 / 87 435 620 0,50 / 87 435 630 0,75 / 87 435 640 1,00
50 003 038	-- G - S - - SB - - -; bare, Hydraulic tappets, All "a+b" bolts with M8 thread must be tightened with 25 Nm torque

26032	EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III	RK-8H	
26145	EX; 35 x 9 x 106.4 x I/S - Cr - Na - 45° - 9 - III OES specification, cotter fixation Ø 8 mm	81-1685	EX; 14.02/ x 9 x 37.3 G1 - CC
261115	EX; 35 x 9 x 106.5 x A/S - Cr - 45° - VS - 9 - III IAM specification, cotter fixation Ø 8 mm	81-1686	EX; 14.2/ x 9 x 37.3 G1 - CC
26024	IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III	81-1687	EX; 14.4/ x 9 x 37.3 G1 - CC
		81-1682	IN; 14.02/ x 8 x 39.5 G1 - CC
		81-1683	IN; 14.2/ x 8 x 39.5 G1 - CC
		81-1684	IN; 14.4/ x 8 x 39.5 G1 - CC




























50 006 282	CAM
50 005 439	
50 006 456	

47 **89**
OM 602 **900/-000**
07.1989 → D AN 5 2874 cm³ 2V 92,4

91 372 600	Cyl. Ø: 89; KH: 44.65; VT1: -1.05; VT2: -1.25; MT: -9.05; GL: 74.65; piston pin: 26x62; number of piston rings: 3 91 372 620 89,50 / 91 372 610 89,70
94 675 600	Cyl. Ø: 89; KH: 44.45; VT1: -1.05; VT2: -1.25; MT: -9.05; GL: 74.65; piston pin: 26x62; number of piston rings: 3 94 675 620 89,50 / 94 675 610 89,70
80 00178 1 0 000	Cyl. Ø: 89; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3] 80 00178 1 0 050 89,50 / 80 00178 1 0 100 89,70
80 00178 1 1 000	Cyl. Ø: 89; Set: 1; [R G6 IF MO 2.5] [M G3 IF 2] [DSF CR 3]
91 372 960	Piston: 91372600; Cylinder liner: 89429190
91 372 961	Piston: 91372600; Cylinder liner: 89456190
94 675 960	Piston: 94675600; Cylinder liner: 89429190

cont...



	89 456 190	T - Dry cylinder liner; semi; A=91.5 C=94.05 L=156.5 H=4.7	
	89 429 190	T - Dry cylinder liner; semi; A=91.5 C=96.5 L=156.5 H=4.7	
	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20	
	87 232 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A/B; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A 87 232 610 0,25 / 87 232 620 0,50 / 87 232 630 0,75 , Upper half with hole, material St/KS961/B	
	87 321 690	SET PL-B SEMI Ø 26.000 / 28.500 / 21.900 / St/B	
	87 418 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A 87 418 610 0,25 / 87 418 620 0,50 / 87 418 630 0,75 / 87 418 640 1,00	
	50 003 036	- - G - S - - SB - - - ; bare, Hydraulic tappets, All "a+b" bolts with M8 thread must be tightened with 25 Nm torque	
	26032	EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III	 RK-8H
	26024	IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III	 81-1685 EX; 14.02/ x 9 x 37.3 G1 - CC
	92-16124	EX; 37.08 x 30.56 x 7; G1; 30°	81-1686 EX; 14.2/ x 9 x 37.3 G1 - CC
	92-16120	IN; 40.08 x 33.5 x 7; G1; 45°	81-1687 EX; 14.4/ x 9 x 37.3 G1 - CC
	92-16121	IN; 40.585 x 33.5 x 7.3; G1	81-1682 IN; 14.02/ x 8 x 39.5 G1 - CC
			81-1683 IN; 14.2/ x 8 x 39.5 G1 - CC
			81-1684 IN; 14.4/ x 8 x 39.5 G1 - CC
	50 006 284	CAM	
	50 006 456		
48	 89		
	OM 602	940 - 942, 946 - 948, 991	
		07.1989 →	D AN 5 2874 cm³ 2V 70-72 kW 95-98 PS €21:1 92,4
	U 100, U 90		
	91 372 600	Cyl. Ø: 89; KH: 44.65; VT1: -1.05; VT2: -1.25; MT: -9.05; GL: 74.65; piston pin: 26x62; number of piston rings: 3 91 372 620 89,50 / 91 372 610 89,70	
		RTK	
		R 2,5 CR G6	
		M 2 G3	
		DSF 3 CR	
		→ 80 00178 1 0 ... , 80 00178 1 1 ...	
	94 675 600	Cyl. Ø: 89; KH: 44.45; VT1: -1.05; VT2: -1.25; MT: -9.05; GL: 74.65; piston pin: 26x62; number of piston rings: 3 94 675 620 89,50 / 94 675 610 89,70	
		RTK	
		R 2,5 CR G6	
		M 2 G3	
		DSF 3 CR	
		→ 80 00178 1 0 ... , 80 00178 1 1 ...	
	80 00178 1 0 000	Cyl. Ø: 89; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3] 80 00178 1 0 050 89,50 / 80 00178 1 0 100 89,70	
	80 00178 1 1 000	Cyl. Ø: 89; Set: 1; [R G6 IF MO 2.5] [M G3 IF 2] [DSF CR 3]	
	91 372 960	Piston: 91372600; Cylinder liner: 89429190	
	91 372 961	Piston: 91372600; Cylinder liner: 89456190	
	94 675 960	Piston: 94675600; Cylinder liner: 89429190	
	89 456 190	T - Dry cylinder liner; semi; A=91.5 C=94.05 L=156.5 H=4.7	
	89 429 190	T - Dry cylinder liner; semi; A=91.5 C=96.5 L=156.5 H=4.7	
	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20	
	87 232 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A/B; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A 87 232 610 0,25 / 87 232 620 0,50 / 87 232 630 0,75 , Upper half with hole, material St/KS961/B	
	87 321 690	SET PL-B SEMI Ø 26.000 / 28.500 / 21.900 / St/B	
	87 418 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A 87 418 610 0,25 / 87 418 620 0,50 / 87 418 630 0,75 / 87 418 640 1,00	
	50 003 036	- - G - S - - SB - - - ; bare, Hydraulic tappets, All "a+b" bolts with M8 thread must be tightened with 25 Nm torque	
	26032	EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III	 RK-8H
	26024	IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III	 81-1685 EX; 14.02/ x 9 x 37.3 G1 - CC
	92-16124	EX; 37.08 x 30.56 x 7; G1; 30°	81-1686 EX; 14.2/ x 9 x 37.3 G1 - CC
	92-16120	IN; 40.08 x 33.5 x 7; G1; 45°	81-1687 EX; 14.4/ x 9 x 37.3 G1 - CC
	92-16121	IN; 40.585 x 33.5 x 7.3; G1	81-1682 IN; 14.02/ x 8 x 39.5 G1 - CC
			81-1683 IN; 14.2/ x 8 x 39.5 G1 - CC

cont..



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

		81-1684	IN; 14.4/ x 8 x 39.5 G1 - CC
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	50 006 284	CAM	
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	50 005 439		
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	50 006 456		
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49 **89**

	OM 602 Euro 2	981									
		07.1996 →	D	LA	5	2874 cm ³	2V	85-90 kW	116-122 PS	ε 19,5:1	92,4
	U 100 turbo, U 90 turbo										

	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20
	77 219 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/B/S 77 219 610 0,25 / 77 219 620 0,50 , The upper shell is marked with 'SPUTTER'.
	77 519 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A; HL STD Ø 57.965 / 62.500 / 17.500 / 2.265 St/B/S 77 519 610 0,25 / 77 519 620 0,50 / 77 519 630 0,75 , The lower shell is marked with 'SPUTTER'.
	77 733 690	SET PL-B SEMI Ø 28.000 / 30.500 / 21.900 / St/B
	87 418 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A 87 418 610 0,25 / 87 418 620 0,50 / 87 418 630 0,75 / 87 418 640 1,00 , up to engine: 982 10/50, 20/60 018895 982 12/52, 22/62 017582

	26032	EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III		RK-8H	
	26145	EX; 35 x 9 x 106.4 x I/S - Cr - Na - 45° - 9 - III OES specification, cotter fixation Ø 8 mm		81-1685	EX; 14.02/ x 9 x 37.3 G1 - CC
	261115	EX; 35 x 9 x 106.5 x A/S - Cr - 45° - VS - 9 - III IAM specification, cotter fixation Ø 8 mm		81-1686	EX; 14.2/ x 9 x 37.3 G1 - CC
	26024	IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III		81-1687	EX; 14.4/ x 9 x 37.3 G1 - CC
				81-1682	IN; 14.02/ x 8 x 39.5 G1 - CC
				81-1683	IN; 14.2/ x 8 x 39.5 G1 - CC
				81-1684	IN; 14.4/ x 8 x 39.5 G1 - CC

	50 006 337	CAM	
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	50 005 439		
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	7.24807.02.0	Vacuum Pump; mechanical; Single vane pump for rotaring drive	
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	50 006 456		
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50 **89**

	OM 602 Euro 2	989									
		08.1996 →	D	LA	5	2874 cm ³	2V	80 kW	109 PS	ε 19,5:1	92,4
	Series UX 100										

	94 823 700	Cyl. Ø: 89; KH: 44.75; VT1: -.3; VT2: -.6; MT: -16.73; MØ: 42; GL: 71.25; piston pin: 28x70; number of piston rings: 3 94 823 710 89,50 RTK, KKK R 2,5 MO G6 M 2 G3 DSF 3 CR → 80 00178 1 0 ... , 80 00178 1 1 ...
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	80 00178 1 0 000	Cyl. Ø: 89; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3] 80 00178 1 0 050 89,50 / 80 00178 1 0 100 89,70
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	80 00178 1 1 000	Cyl. Ø: 89; Set: 1; [R G6 IF MO 2.5] [M G3 IF 2] [DSF CR 3]
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	94 823 970	Piston: 94823700; Cylinder liner: 89456190
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	89 456 190	T - Dry cylinder liner; semi; A=91.5 C=94.05 L=156.5 H=4.7
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	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20
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	77 219 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/B/S 77 219 610 0,25 / 77 219 620 0,50 , The upper shell is marked with 'SPUTTER'.
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	77 519 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A; HL STD Ø 57.965 / 62.500 / 17.500 / 2.265 St/B/S 77 519 610 0,25 / 77 519 620 0,50 / 77 519 630 0,75 , The lower shell is marked with 'SPUTTER'.
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cont...

M



TRW
EngineComponents



MERCEDES-BENZ

77 733 690 SET PL-B SEMI Ø 28.000 / 30.500 / 21.900 / St/B
87 418 600 SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A
87 418 610 0,25 / **87 418 620** 0,50 / **87 418 630** 0,75 / **87 418 640** 1,00, up to engine:
 982 10/50, 20/60 018895
 982 12/52, 22/62 017582



26032 EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III
26145 EX; 35 x 9 x 106.4 x I/S - Cr - Na - 45° - 9 - III
 OES specification, cotter fixation Ø 8 mm
261115 EX; 35 x 9 x 106.5 x A/S - Cr - 45° - VS - 9 - III
 IAM specification, cotter fixation Ø 8 mm
26024 IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III



RK-8H
81-1685 EX; 14.02/ x 9 x 37.3 G1 - CC
81-1686 EX; 14.2/ x 9 x 37.3 G1 - CC
81-1687 EX; 14.4/ x 9 x 37.3 G1 - CC
81-1682 IN; 14.02/ x 8 x 39.5 G1 - CC
81-1683 IN; 14.2/ x 8 x 39.5 G1 - CC
81-1684 IN; 14.4/ x 8 x 39.5 G1 - CC



50 006 337 CAM



50 005 439



7.24807.02.0 Vacuum Pump; mechanical; Single vane pump for rotating drive



50 006 456

51

89



OM 603

971 - 972

07.1991 → 06.1996 D A 6 3449 cm³ 2V 100-110 kW 136-150 PS £ 19,5:1 92,4



78 662 600 PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A
78 662 610 0,10 / **78 662 620** 0,20
77 220 600 SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/B/S
77 220 610 0,25 / **77 220 620** 0,50, The upper shell is marked with 'SPUTTER'.

77 734 690 SET PL-B SEMI Ø 28.000 / 30.500 / 21.900 / St/B
87 416 600 SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A
87 416 610 0,25 / **87 416 620** 0,50 / **87 416 630** 0,75 / **87 416 640** 1,00



26032 EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III
26145 EX; 35 x 9 x 106.4 x I/S - Cr - Na - 45° - 9 - III
 OES specification, cotter fixation Ø 8 mm
261115 EX; 35 x 9 x 106.5 x A/S - Cr - 45° - VS - 9 - III
 IAM specification, cotter fixation Ø 8 mm
26024 IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III



RK-8H
81-1685 EX; 14.02/ x 9 x 37.3 G1 - CC
81-1686 EX; 14.2/ x 9 x 37.3 G1 - CC
81-1687 EX; 14.4/ x 9 x 37.3 G1 - CC
81-1682 IN; 14.02/ x 8 x 39.5 G1 - CC
81-1683 IN; 14.2/ x 8 x 39.5 G1 - CC
81-1684 IN; 14.4/ x 8 x 39.5 G1 - CC



92-16124 EX; 37.08 x 30.56 x 7; G1; 30°
92-16120 IN; 40.08 x 33.5 x 7; G1; 45°
92-16121 IN; 40.585 x 33.5 x 7.3; G1



50 006 287 CAM



50 005 439 OM 603.971: → mot. 018738, OM 603.972: → mot. 004348

50 005 490 OM 603.971: mot. 018739→, OM 603.972: mot. 004349→



50 006 456

52

89



OM 661

911

D AN 4 2299 cm³ 2V 58 kW 79 PS £ 21:1 92,4



91 372 600 Cyl. Ø: 89; KH: 44.65; VT1: -1.05; VT2: -1.25; MT: -9.05; GL: 74.65; piston pin: 26x62; number of piston rings: 3
91 372 620 89,50 / **91 372 610** 89,70

























RTK
 R 2,5 CR G6
 M 2 G3
 DSF 3 CR
 → **80 00178 1 0 ...**, **80 00178 1 1 ...**



cont...



	94 675 600	Cyl. Ø: 89; KH: 44.45; VT1: -1.05; VT2: -1.25; MT: -9.05; GL: 74.65; piston pin: 26x62; number of piston rings: 3 94 675 620 89,50 / 94 675 610 89,70
		RTK R 2,5 CR G6 M 2 G3 DSF 3 CR → 80 00178 1 0 ... , 80 00178 1 1 ...
	80 00178 1 0 000	Cyl. Ø: 89; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3] 80 00178 1 0 050 89,50 / 80 00178 1 0 100 89,70
	80 00178 1 1 000	Cyl. Ø: 89; Set: 1; [R G6 IF MO 2.5] [M G3 IF 2] [DSF CR 3]
	91 372 960	Piston: 91372600; Cylinder liner: 89429190
	91 372 961	Piston: 91372600; Cylinder liner: 89456190
	94 675 960	Piston: 94675600; Cylinder liner: 89429190
	89 456 190	T - Dry cylinder liner; semi; A=91.5 C=94.05 L=156.5 H=4.7
	89 429 190	T - Dry cylinder liner; semi; A=91.5 C=96.5 L=156.5 H=4.7
	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20
	87 231 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A/B; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A 87 231 610 0,25 / 87 231 620 0,50 / 87 231 630 0,75 , Upper half with hole, material St/KS961/B
	87 435 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A 87 435 610 0,25 / 87 435 620 0,50 / 87 435 630 0,75 / 87 435 640 1,00
	26032	EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III
	26024	IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III
		 RK-8H
		 81-1685 EX; 14.02/ x 9 x 37.3 G1 - CC
		81-1686 EX; 14.2/ x 9 x 37.3 G1 - CC
		81-1687 EX; 14.4/ x 9 x 37.3 G1 - CC
		81-1682 IN; 14.02/ x 8 x 39.5 G1 - CC
		81-1683 IN; 14.2/ x 8 x 39.5 G1 - CC
		81-1684 IN; 14.4/ x 8 x 39.5 G1 - CC
	50 006 282	CAM
	50 005 439	
	50 006 456	
53	 89	
	OM 662	911 01.1996 → D AN 5 2874 cm ³ 2V 70 kW 95 PS ξ 21:1 η 92,4
	91 372 600	Cyl. Ø: 89; KH: 44.65; VT1: -1.05; VT2: -1.25; MT: -9.05; GL: 74.65; piston pin: 26x62; number of piston rings: 3 91 372 620 89,50 / 91 372 610 89,70
		RTK R 2,5 CR G6 M 2 G3 DSF 3 CR → 80 00178 1 0 ... , 80 00178 1 1 ...
	94 675 600	Cyl. Ø: 89; KH: 44.45; VT1: -1.05; VT2: -1.25; MT: -9.05; GL: 74.65; piston pin: 26x62; number of piston rings: 3 94 675 620 89,50 / 94 675 610 89,70
		RTK R 2,5 CR G6 M 2 G3 DSF 3 CR → 80 00178 1 0 ... , 80 00178 1 1 ...
	80 00178 1 0 000	Cyl. Ø: 89; Set: 1; [R G6 IF CR 2.5] [M G3 IF 2] [DSF CR 3] 80 00178 1 0 050 89,50 / 80 00178 1 0 100 89,70
	80 00178 1 1 000	Cyl. Ø: 89; Set: 1; [R G6 IF MO 2.5] [M G3 IF 2] [DSF CR 3]
	91 372 960	Piston: 91372600; Cylinder liner: 89429190
	91 372 961	Piston: 91372600; Cylinder liner: 89456190
	94 675 960	Piston: 94675600; Cylinder liner: 89429190
	89 456 190	T - Dry cylinder liner; semi; A=91.5 C=94.05 L=156.5 H=4.7
	89 429 190	T - Dry cylinder liner; semi; A=91.5 C=96.5 L=156.5 H=4.7
	78 662 600	PAIR AS STD Ø 66.050 / 80.750 // 2.200 St/A 78 662 610 0,10 / 78 662 620 0,20
	77 733 690	SET PL-B SEMI Ø 28.000 / 30.500 / 21.900 / St/B
	87 232 600	SET PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A/B; PL STD Ø 47.965 / 51.600 / 21.800 / 1.812 St/A 87 232 610 0,25 / 87 232 620 0,50 / 87 232 630 0,75 , Upper half with hole, material St/KS961/B

cont...

M



87 418 600	SET HL STD Ø 57.965 / 62.500 / 17.500 / 2.261 St/A 87 418 610 0,25 / 87 418 620 0,50 / 87 418 630 0,75 / 87 418 640 1,00	
26032	EX; 35 x 9 x 106.4 x A/S - Cr - 45° - 9 - III	RK-8H
26024	IN; 38 x 8 x 106.4 x S - Cr - 45° - 9 - III	81-1685 EX; 14.02/ x 9 x 37.3 G1 - CC 81-1686 EX; 14.2/ x 9 x 37.3 G1 - CC 81-1687 EX; 14.4/ x 9 x 37.3 G1 - CC 81-1682 IN; 14.02/ x 8 x 39.5 G1 - CC 81-1683 IN; 14.2/ x 8 x 39.5 G1 - CC 81-1684 IN; 14.4/ x 8 x 39.5 G1 - CC
50 006 284	CAM	
50 005 439		
50 006 456		

54	90	
MB Kompressor		1
90 843 600	Cyl. Ø: 90; KH: 35; GL: 57.5; piston pin: 20x60; number of piston rings: 3 90 843 630 90,10 / 90 843 610 90,50 / 90 843 620 91,00 NM 2,5 NM 2,5 GSF 4 → 80 00183 1 0 ... 1975→	
80 00182 1 1 000	Cyl. Ø: 90; Set: 1; [M 2.5] [NM 2.5] [NM 2.5] [D 4] 80 00182 1 1 050 90,50	
80 00182 1 2 000	Cyl. Ø: 90; Set: 1; [M 2.5] [NM 2.5] [NM 2.5] [DSF 4]	
80 00183 1 0 000	Cyl. Ø: 90; Set: 1; [NM 2.5] [NM 2.5] [GSF 4] 80 00183 1 0 010 90,10 / 80 00183 1 0 050 90,50 / 80 00183 1 0 100 91,00	
90 843 960	Piston: 90843600; Cylinder liner: 89196110, 1975→	
90 843 962	Piston: 90843600; Cylinder liner: 89440110, 1975→	
89 196 110	K - Compressor cylinder; finished; A=95 L=104 H=94	
89 440 110	K - Compressor cylinder; finished; A=95 L=104 H=94, with forced water channel	
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.	

M

55	90	
MB Kompressor		1 (1)
(1)	monoblock-Compressor for OM 355, OM360, OM 400, OM 440	
94 164 600	Cyl. Ø: 90; KH: 32; GL: 62; piston pin: 20x60; number of piston rings: 2 NM 2,5 NM 2,5	

56	90	
MB Kompressor		2 (1)
(1)	for OM 447	
99 576 600	Cyl. Ø: 90; KH: 36.9; GL: 59.4; piston pin: 20x60; number of piston rings: 3 99 576 610 90,50 / 99 576 620 91,00 NM 2,5 NM 2,5 GSF 4 → 80 00183 1 0 ...	
80 00183 1 0 000	Cyl. Ø: 90; Set: 1; [NM 2.5] [NM 2.5] [GSF 4] 80 00183 1 0 010 90,10 / 80 00183 1 0 050 90,50 / 80 00183 1 0 100 91,00	
99 576 960	Piston: 99576600; Cylinder liner: 89440110	
89 440 110	K - Compressor cylinder; finished; A=95 L=104 H=94, with forced water channel	



57

OM 616 90,9



OM 616

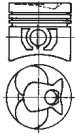
962-001 (ESP), 962-002 (ESP), 962-003 (ESP), 962-004 (ESP), 962-005 (ESP), 962-007 (ESP), 962-008 (ESP), 962-009 (ESP)

D AN 4 2399 cm³ 2V 33-53 kW 45-72 PS ξ 21:1 92,4



93 444 600

Cyl. \varnothing : 90.9; KH: 48.35; VT1: -1.15; MT: -8.85; GL: 81.85; piston pin: 26x74; number of piston rings: 3
93 444 610 91,25 / 93 444 620 91,50 / 93 444 630 91,70



RTK

R 3 MO G6

R 2 G1

DSF 4 CR

→ 80 00184 1 0 ..., 80 00184 1 1 ...



80 00184 1 0 000

Cyl. \varnothing : 90.9; Set: 1; [R G6 IF MO 3] [R G1 IF 2] [DSF CR 4]
80 00184 1 0 010 91,00 / 80 00184 1 0 060 91,50

80 00184 1 1 000

Cyl. \varnothing : 90.9; Set: 1; [R G6 CR 3] [R G1 IF 2] [DSF CR 4]

80 00184 1 1 010 91,00 / 80 00184 1 1 035 91,25 / 80 00184 1 1 060 91,50 / 80 00184 1 1 080 91,70



93 444 960

Piston: 93444600; Cylinder liner: 88681190



88 681 190

T - Dry cylinder liner; semi; A=94 C=96 L=158.4 H=4.7



78 616 600

PAIR AS STD \varnothing 78.250 / 91.250 // 2.200 St/A
78 616 610 0,10 / 78 616 620 0,20

87 341 690

SET PL-B SEMI \varnothing 26.000 / 29.000 / 31.800 / St/B

87 489 600

SET HL STD \varnothing 69.965 / 74.500 / 27.000 / 2.252 St/A

87 489 610 0,25 / 87 489 620 0,50 / 87 489 630 0,75 / 87 489 640 1,00

87 695 600

SET HL STD \varnothing 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD \varnothing 69.965 / 74.500 / 33.900 / 2.252 St/A

87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove.
Between flanges 29,5 mm.

87 696 600

SET PL STD \varnothing 51.965 / 55.600 / 26.000 / 1.805 St/A

87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00, If used in the older connecting rod the lubrication hole must be bored.

58

OM 616 90,9



OM 616

910

D AN 4 2399 cm³ 2V 53 kW 72 PS ξ 92,4

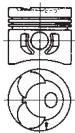


U 421, U 600



92 800 630

Cyl. \varnothing : 90.9; KH: 48.35; VT1: -1.05; MT: -6.27; GL: 81.85; piston pin: 26x74; number of piston rings: 3
92 800 600 91,00 / 92 800 620 91,50 / 92 800 640 91,70



RTK

R 3 MO G6

R 2 G1

DSF 4 CR

→ 80 00184 1 0 ..., 80 00184 1 1 ...

→07.1978



80 00184 1 0 000

Cyl. \varnothing : 90.9; Set: 1; [R G6 IF MO 3] [R G1 IF 2] [DSF CR 4]
80 00184 1 0 010 91,00 / 80 00184 1 0 060 91,50

80 00184 1 1 000

Cyl. \varnothing : 90.9; Set: 1; [R G6 CR 3] [R G1 IF 2] [DSF CR 4]

80 00184 1 1 010 91,00 / 80 00184 1 1 035 91,25 / 80 00184 1 1 060 91,50 / 80 00184 1 1 080 91,70



92 800 960

Piston: 92800600; Cylinder liner: 88681190, →07.1978



88 681 190

T - Dry cylinder liner; semi; A=94 C=96 L=158.4 H=4.7

59

OM 616 90,9



OM 616

911, 932 - 933

D AN 4 2399 cm³ 2V 38-44 kW 52-60 PS ξ 92,4

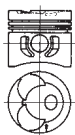


U 421, U 52, U 60, U 600



92 800 630

Cyl. \varnothing : 90.9; KH: 48.35; VT1: -1.05; MT: -6.27; GL: 81.85; piston pin: 26x74; number of piston rings: 3
92 800 600 91,00 / 92 800 620 91,50 / 92 800 640 91,70



RTK

R 3 MO G6

R 2 G1

DSF 4 CR

→ 80 00184 1 0 ..., 80 00184 1 1 ...

→07.1978

cont...

M



93 444 600



Cyl. Ø: 90.9; KH: 48.35; VT1: -1.15; MT: -8.85; GL: 81.85; piston pin: 26x74; number of piston rings: 3

93 444 610 91,25 / 93 444 620 91,50 / 93 444 630 91,70

RTK

R 3 MO G6

R 2 G1

DSF 4 CR

→ 80 00184 1 0 ..., 80 00184 1 1 ...

08.1978→



80 00184 1 0 000

Cyl. Ø: 90.9; Set: 1; [R G6 IF MO 3] [R G1 IF 2] [DSF CR 4]

80 00184 1 0 010 91,00 / 80 00184 1 0 060 91,50

80 00184 1 1 000

Cyl. Ø: 90.9; Set: 1; [R G6 CR 3] [R G1 IF 2] [DSF CR 4]

80 00184 1 1 010 91,00 / 80 00184 1 1 035 91,25 / 80 00184 1 1 060 91,50 / 80 00184 1 1 080 91,70



92 800 960

Piston: 92800600; Cylinder liner: 88681190, →07.1978

93 444 960

Piston: 93444600; Cylinder liner: 88681190, 08.1978→



88 681 190

T - Dry cylinder liner; semi; A=94 C=96 L=158.4 H=4.7



78 616 600

PAIR AS STD Ø 78.250 / 91.250 // 2.200 St/A

78 616 610 0,10 / 78 616 620 0,20

87 341 690

SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B

87 489 600

SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A

87 489 610 0,25 / 87 489 620 0,50 / 87 489 630 0,75 / 87 489 640 1,00

87 695 600

SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.252 St/A

87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove.

Between flanges 29,5 mm.

87 696 600

SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/A

87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00, If used in the older connecting rod the lubrication hole must be bored.



2631

EX; 34.2 x 10 x 131 x I/S - Cr - 30° - 25 - III

OES specification

261117

EX; 34.2 x 10 x 131.1 x A/S - Cr - 30° - 25 - III

IAM specification

2605

IN; 40 x 10 x 131.5 x S - Cr - 30° - 25 - III



81-2604

EX; 14/ x 10 x 48.5 G1

81-2646

EX; 14/ x 10 x 49.5 G1

81-2605

EX; 14.2/ x 10 x 48.5 G1

81-2602

IN; 14/ x 10 x 60 G1

81-2645

IN; 14/ x 10 x 61 G1

81-2603

IN; 14.2/ x 10 x 60 G1

M



50 005 033

60

90,9



OM 616

912

D AN 4 2399 cm³ 2V 48-53 kW 65-72 PS 92,4



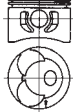
U 421, U 600



92 800 630

Cyl. Ø: 90.9; KH: 48.35; VT1: -1.05; MT: -6.27; GL: 81.85; piston pin: 26x74; number of piston rings: 3

92 800 600 91,00 / 92 800 620 91,50 / 92 800 640 91,70



RTK

R 3 MO G6

R 2 G1

DSF 4 CR

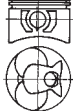
→ 80 00184 1 0 ..., 80 00184 1 1 ...

→07.1978

93 444 600

Cyl. Ø: 90.9; KH: 48.35; VT1: -1.15; MT: -8.85; GL: 81.85; piston pin: 26x74; number of piston rings: 3

93 444 610 91,25 / 93 444 620 91,50 / 93 444 630 91,70



RTK

R 3 MO G6

R 2 G1

DSF 4 CR

→ 80 00184 1 0 ..., 80 00184 1 1 ...

08.1978→



80 00184 1 0 000

Cyl. Ø: 90.9; Set: 1; [R G6 IF MO 3] [R G1 IF 2] [DSF CR 4]

80 00184 1 0 010 91,00 / 80 00184 1 0 060 91,50

80 00184 1 1 000

Cyl. Ø: 90.9; Set: 1; [R G6 CR 3] [R G1 IF 2] [DSF CR 4]

80 00184 1 1 010 91,00 / 80 00184 1 1 035 91,25 / 80 00184 1 1 060 91,50 / 80 00184 1 1 080 91,70



92 800 960

Piston: 92800600; Cylinder liner: 88681190, →07.1978

93 444 960

Piston: 93444600; Cylinder liner: 88681190, 08.1978→








88 681 190



T - Dry cylinder liner; semi; A=94 C=96 L=158.4 H=4.7




cont...







	78 616 600	PAIR AS STD Ø 78.250 / 91.250 // 2.200 St/A 78 616 610 0,10 / 78 616 620 0,20			
	87 341 690	SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B			
	87 489 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A 87 489 610 0,25 / 87 489 620 0,50 / 87 489 630 0,75 / 87 489 640 1,00			
	87 695 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.252 St/A 87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00 , PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.			
	87 696 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/A 87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00 , If used in the older connecting rod the lubrication hole must be bored.			
	2631	EX; 34.2 x 10 x 131 x I/S - Cr - 30° - 25 - III OES specification		81-2604	EX; 14/ x 10 x 48.5 G1
	261117	EX; 34.2 x 10 x 131.1 x A/S - Cr - 30° - 25 - III IAM specification		81-2646	EX; 14/ x 10 x 49.5 G1
	2605	IN; 40 x 10 x 131.5 x S - Cr - 30° - 25 - III		81-2605	EX; 14.2/ x 10 x 48.5 G1
				81-2602	IN; 14/ x 10 x 60 G1
				81-2645	IN; 14/ x 10 x 61 G1
				81-2603	IN; 14.2/ x 10 x 60 G1
	50 005 032	36 mm bearing			
	50 005 035	40 mm bearing			
	50 005 932	30 mm bearing			

61		90,9										
		OM 616	916									
		U 421, U 600		D	AN	4	2399 cm ³	2V	48 kW	65 PS	ε21:1	92,4

	92 800 630	Cyl. Ø: 90.9; KH: 48.35; VT1: -1.05; MT: -6.27; GL: 81.85; piston pin: 26x74; number of piston rings: 3 92 800 600 91,00 / 92 800 620 91,50 / 92 800 640 91,70
		RTK R 3 MO G6 R 2 G1 DSF 4 CR → 80 00184 1 0 ... , 80 00184 1 1 ... →07.1978

	80 00184 1 0 000	Cyl. Ø: 90.9; Set: 1; [R G6 IF MO 3] [R G1 IF 2] [DSF CR 4] 80 00184 1 0 010 91,00 / 80 00184 1 0 060 91,50
	80 00184 1 1 000	Cyl. Ø: 90.9; Set: 1; [R G6 CR 3] [R G1 IF 2] [DSF CR 4] 80 00184 1 1 010 91,00 / 80 00184 1 1 035 91,25 / 80 00184 1 1 060 91,50 / 80 00184 1 1 080 91,70
	92 800 960	Piston: 92800600; Cylinder liner: 88681190, →07.1978
	88 681 190	T - Dry cylinder liner; semi; A=94 C=96 L=158.4 H=4.7

	78 616 600	PAIR AS STD Ø 78.250 / 91.250 // 2.200 St/A 78 616 610 0,10 / 78 616 620 0,20			
	87 341 690	SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B			
	87 489 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A 87 489 610 0,25 / 87 489 620 0,50 / 87 489 630 0,75 / 87 489 640 1,00			
	87 695 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.252 St/A 87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00 , PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.			
	87 696 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/A 87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00 , If used in the older connecting rod the lubrication hole must be bored.			
	2631	EX; 34.2 x 10 x 131 x I/S - Cr - 30° - 25 - III OES specification		81-2604	EX; 14/ x 10 x 48.5 G1
	261117	EX; 34.2 x 10 x 131.1 x A/S - Cr - 30° - 25 - III IAM specification		81-2646	EX; 14/ x 10 x 49.5 G1
	2605	IN; 40 x 10 x 131.5 x S - Cr - 30° - 25 - III		81-2605	EX; 14.2/ x 10 x 48.5 G1
				81-2602	IN; 14/ x 10 x 60 G1
				81-2645	IN; 14/ x 10 x 61 G1
				81-2603	IN; 14.2/ x 10 x 60 G1
	50 005 032	36 mm bearing			
	50 005 035	40 mm bearing			
	50 005 932	30 mm bearing			



62		90,9							
	OM 616	917	D	AN 4	2399 cm³	2V	48 kW	65 PS	

	93 444 600	Cyl. Ø: 90.9; KH: 48.35; VT1: -1.15; MT: -8.85; GL: 81.85; piston pin: 26x74; number of piston rings: 3 93 444 610 91,25 / 93 444 620 91,50 / 93 444 630 91,70 RTK R 3 MO G6 R 2 G1 DSF 4 CR → 80 00184 1 0 ... , 80 00184 1 1 ... 08.1978→			
	80 00184 1 0 000	Cyl. Ø: 90.9; Set: 1; [R G6 IF MO 3] [R G1 IF 2] [DSF CR 4] 80 00184 1 0 010 91,00 / 80 00184 1 0 060 91,50			
	80 00184 1 1 000	Cyl. Ø: 90.9; Set: 1; [R G6 CR 3] [R G1 IF 2] [DSF CR 4] 80 00184 1 1 010 91,00 / 80 00184 1 1 035 91,25 / 80 00184 1 1 060 91,50 / 80 00184 1 1 080 91,70			
	93 444 960	Piston: 93444600; Cylinder liner: 88681190, 08.1978→			
	88 681 190	T - Dry cylinder liner; semi; A=94 C=96 L=158.4 H=4.7			
	78 616 600	PAIR AS STD Ø 78.250 / 91.250 // 2.200 St/A 78 616 610 0,10 / 78 616 620 0,20			
	87 341 690	SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B			
	87 489 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A 87 489 610 0,25 / 87 489 620 0,50 / 87 489 630 0,75 / 87 489 640 1,00			
	87 695 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.252 St/A 87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00 , PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.			
	87 696 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/A 87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00 , If used in the older connecting rod the lubrication hole must be bored.			
	2631	EX; 34.2 x 10 x 131 x I/S - Cr - 30° - 25 - III OES specification		81-2604	EX; 14/ x 10 x 48.5 G1
	261117	EX; 34.2 x 10 x 131.1 x A/S - Cr - 30° - 25 - III IAM specification		81-2646	EX; 14/ x 10 x 49.5 G1
	2605	IN; 40 x 10 x 131.5 x S - Cr - 30° - 25 - III		81-2605	EX; 14.2/ x 10 x 48.5 G1
				81-2602	IN; 14/ x 10 x 60 G1
				81-2645	IN; 14/ x 10 x 61 G1
				81-2603	IN; 14.2/ x 10 x 60 G1
	50 005 032	36 mm bearing			
	50 005 035	40 mm bearing			
	50 005 932	30 mm bearing			

M

63		90,9							
	OM 616	918	D	AN 4	2399 cm³	2V	35-48 kW	48-65 PS	

	92 800 630	Cyl. Ø: 90.9; KH: 48.35; VT1: -1.05; MT: -6.27; GL: 81.85; piston pin: 26x74; number of piston rings: 3 92 800 600 91,00 / 92 800 620 91,50 / 92 800 640 91,70 RTK R 3 MO G6 R 2 G1 DSF 4 CR → 80 00184 1 0 ... , 80 00184 1 1 ... →07.1978			
	93 444 600	Cyl. Ø: 90.9; KH: 48.35; VT1: -1.15; MT: -8.85; GL: 81.85; piston pin: 26x74; number of piston rings: 3 93 444 610 91,25 / 93 444 620 91,50 / 93 444 630 91,70 RTK R 3 MO G6 R 2 G1 DSF 4 CR → 80 00184 1 0 ... , 80 00184 1 1 ... 08.1978→			
	80 00184 1 0 000	Cyl. Ø: 90.9; Set: 1; [R G6 IF MO 3] [R G1 IF 2] [DSF CR 4] 80 00184 1 0 010 91,00 / 80 00184 1 0 060 91,50			
	80 00184 1 1 000	Cyl. Ø: 90.9; Set: 1; [R G6 CR 3] [R G1 IF 2] [DSF CR 4] 80 00184 1 1 010 91,00 / 80 00184 1 1 035 91,25 / 80 00184 1 1 060 91,50 / 80 00184 1 1 080 91,70			
	92 800 960	Piston: 92800600; Cylinder liner: 88681190, →07.1978			
	93 444 960	Piston: 93444600; Cylinder liner: 88681190, 08.1978→			





cont...







TRW
EngineComponents


PIERBURG


MERCEDES-BENZ


	88 681 190	T - Dry cylinder liner; semi; A=94 C=96 L=158.4 H=4.7		
	78 616 600	PAIR AS STD Ø 78.250 / 91.250 // 2.200 St/A 78 616 610 0,10 / 78 616 620 0,20		
	87 341 690	SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B		
	87 489 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A 87 489 610 0,25 / 87 489 620 0,50 / 87 489 630 0,75 / 87 489 640 1,00		
	87 695 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.252 St/A 87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00 , PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.		
	87 696 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/A 87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00 , If used in the older connecting rod the lubrication hole must be bored.		
	2631	EX; 34.2 x 10 x 131 x I/S - Cr - 30° - 25 - III OES specification		81-2604 EX; 14/ x 10 x 48.5 G1
	261117	EX; 34.2 x 10 x 131.1 x A/S - Cr - 30° - 25 - III IAM specification		81-2646 EX; 14/ x 10 x 49.5 G1
	2605	IN; 40 x 10 x 131.5 x S - Cr - 30° - 25 - III		81-2605 EX; 14.2/ x 10 x 48.5 G1 81-2602 IN; 14/ x 10 x 60 G1 81-2645 IN; 14/ x 10 x 61 G1 81-2603 IN; 14.2/ x 10 x 60 G1


64		90,9						
		OM 616	919/-000					
				D	AN	4	2399 cm ³	2V
		U 421, U 600						ε21:1
								92,4



	92 800 630	Cyl. Ø: 90.9; KH: 48.35; VT1: -1.05; MT: -6.27; GL: 81.85; piston pin: 26x74; number of piston rings: 3 92 800 600 91,00 / 92 800 620 91,50 / 92 800 640 91,70
		RTK R 3 MO G6 R 2 G1 DSF 4 CR → 80 00184 1 0 ... , 80 00184 1 1 ... →07.1978

	80 00184 1 0 000	Cyl. Ø: 90.9; Set: 1; [R G6 IF MO 3] [R G1 IF 2] [DSF CR 4] 80 00184 1 0 010 91,00 / 80 00184 1 0 060 91,50
	80 00184 1 1 000	Cyl. Ø: 90.9; Set: 1; [R G6 CR 3] [R G1 IF 2] [DSF CR 4] 80 00184 1 1 010 91,00 / 80 00184 1 1 035 91,25 / 80 00184 1 1 060 91,50 / 80 00184 1 1 080 91,70

	92 800 960	Piston: 92800600; Cylinder liner: 88681190, →07.1978
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	88 681 190	T - Dry cylinder liner; semi; A=94 C=96 L=158.4 H=4.7
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	78 616 600	PAIR AS STD Ø 78.250 / 91.250 // 2.200 St/A 78 616 610 0,10 / 78 616 620 0,20
	87 341 690	SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B
	87 489 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A 87 489 610 0,25 / 87 489 620 0,50 / 87 489 630 0,75 / 87 489 640 1,00
	87 695 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.252 St/A 87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00 , PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.
	87 696 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/A 87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00 , If used in the older connecting rod the lubrication hole must be bored.

	2631	EX; 34.2 x 10 x 131 x I/S - Cr - 30° - 25 - III OES specification		81-2604 EX; 14/ x 10 x 48.5 G1
	261117	EX; 34.2 x 10 x 131.1 x A/S - Cr - 30° - 25 - III IAM specification		81-2646 EX; 14/ x 10 x 49.5 G1
	2605	IN; 40 x 10 x 131.5 x S - Cr - 30° - 25 - III		81-2605 EX; 14.2/ x 10 x 48.5 G1 81-2602 IN; 14/ x 10 x 60 G1 81-2645 IN; 14/ x 10 x 61 G1 81-2603 IN; 14.2/ x 10 x 60 G1

M



65		90,9											
	OM 616	942 - 944	05.1988 → 02.2001	D	AN	4	2399 cm ³	2V	38-44 kW	52-60 PS	£21:1		92,4
	U 600, U 650												

	93 444 600	Cyl. Ø: 90.9; KH: 48.35; VT1: -1.15; MT: -8.85; GL: 81.85; piston pin: 26x74; number of piston rings: 3 93 444 610 91,25 / 93 444 620 91,50 / 93 444 630 91,70 RTK R 3 MO G6 R 2 G1 DSF 4 CR → 80 00184 1 0 ... , 80 00184 1 1 ...											
	80 00184 1 0 000	Cyl. Ø: 90.9; Set: 1; [R G6 IF MO 3] [R G1 IF 2] [DSF CR 4] 80 00184 1 0 010 91,00 / 80 00184 1 0 060 91,50											
	80 00184 1 1 000	Cyl. Ø: 90.9; Set: 1; [R G6 CR 3] [R G1 IF 2] [DSF CR 4] 80 00184 1 1 010 91,00 / 80 00184 1 1 035 91,25 / 80 00184 1 1 060 91,50 / 80 00184 1 1 080 91,70											
	93 444 960	Piston: 93444600; Cylinder liner: 88681190											
	88 681 190	T - Dry cylinder liner; semi; A=94 C=96 L=158.4 H=4.7											
	78 616 600	PAIR AS STD Ø 78.250 / 91.250 // 2.200 St/A 78 616 610 0,10 / 78 616 620 0,20											
	87 341 690	SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B											
	87 489 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A 87 489 610 0,25 / 87 489 620 0,50 / 87 489 630 0,75 / 87 489 640 1,00											
	87 695 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.252 St/A 87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.											
	87 696 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/A 87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00, If used in the older connecting rod the lubrication hole must be bored.											
	2631	EX; 34.2 x 10 x 131 x I/S - Cr - 30° - 25 - III OES specification						81-2604	EX; 14/ x 10 x 48.5 G1				
	261117	EX; 34.2 x 10 x 131.1 x A/S - Cr - 30° - 25 - III IAM specification						81-2646	EX; 14/ x 10 x 49.5 G1				
	2605	IN; 40 x 10 x 131.5 x S - Cr - 30° - 25 - III						81-2605	EX; 14.2/ x 10 x 48.5 G1				
			81-2602	IN; 14/ x 10 x 60 G1									
			81-2645	IN; 14/ x 10 x 61 G1									
			81-2603	IN; 14.2/ x 10 x 60 G1									

	50 005 033											
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66		90,9										
	OM 616	960 - 962 (ESP)	12.1980 →	D	AN	4	2399 cm ³	2V	52-53 kW	72 PS		92,4
	MB-Trac 130, MB-Trac 140, MB-Trac 170, MB-Trac 180											

	93 444 600	Cyl. Ø: 90.9; KH: 48.35; VT1: -1.15; MT: -8.85; GL: 81.85; piston pin: 26x74; number of piston rings: 3 93 444 610 91,25 / 93 444 620 91,50 / 93 444 630 91,70 RTK R 3 MO G6 R 2 G1 DSF 4 CR → 80 00184 1 0 ... , 80 00184 1 1 ...										
	80 00184 1 0 000	Cyl. Ø: 90.9; Set: 1; [R G6 IF MO 3] [R G1 IF 2] [DSF CR 4] 80 00184 1 0 010 91,00 / 80 00184 1 0 060 91,50										
	80 00184 1 1 000	Cyl. Ø: 90.9; Set: 1; [R G6 CR 3] [R G1 IF 2] [DSF CR 4] 80 00184 1 1 010 91,00 / 80 00184 1 1 035 91,25 / 80 00184 1 1 060 91,50 / 80 00184 1 1 080 91,70										
	93 444 960	Piston: 93444600; Cylinder liner: 88681190										
	88 681 190	T - Dry cylinder liner; semi; A=94 C=96 L=158.4 H=4.7										
	78 616 600	PAIR AS STD Ø 78.250 / 91.250 // 2.200 St/A 78 616 610 0,10 / 78 616 620 0,20										
	87 341 690	SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B										
	87 489 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A 87 489 610 0,25 / 87 489 620 0,50 / 87 489 630 0,75 / 87 489 640 1,00										

cont...



87 695 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.252 St/A 87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.		
87 696 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/A 87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00, If used in the older connecting rod the lubrication hole must be bored.		
2631	EX; 34.2 x 10 x 131 x I/S - Cr - 30° - 25 - III OES specification	81-2604	EX; 14/ x 10 x 48.5 G1
261117	EX; 34.2 x 10 x 131.1 x A/S - Cr - 30° - 25 - III IAM specification	81-2646	EX; 14/ x 10 x 49.5 G1
2605	IN; 40 x 10 x 131.5 x S - Cr - 30° - 25 - III	81-2605	EX; 14.2/ x 10 x 48.5 G1
		81-2602	IN; 14/ x 10 x 60 G1
		81-2645	IN; 14/ x 10 x 61 G1
		81-2603	IN; 14.2/ x 10 x 60 G1

67 **90,9**
OM 616 **963**
12.1980 → 12.1994 D AN 4 2399 cm³ 2V 53-56 kW 72-76 PS €21:1 92,4
MB-Trac 100, MB-Trac 120, MB-Trac 140, MB-Trac 150, MB-Trac 160, MB-Trac 180

93 444 600	Cyl. Ø: 90.9; KH: 48.35; VT1: -1.15; MT: -8.85; GL: 81.85; piston pin: 26x74; number of piston rings: 3 93 444 610 91,25 / 93 444 620 91,50 / 93 444 630 91,70 RTK R 3 MO G6 R 2 G1 DSF 4 CR → 80 00184 1 0 ... , 80 00184 1 1 ...		
80 00184 1 0 000	Cyl. Ø: 90.9; Set: 1; [R G6 IF MO 3] [R G1 IF 2] [DSF CR 4] 80 00184 1 0 010 91,00 / 80 00184 1 0 060 91,50		
80 00184 1 1 000	Cyl. Ø: 90.9; Set: 1; [R G6 CR 3] [R G1 IF 2] [DSF CR 4] 80 00184 1 1 010 91,00 / 80 00184 1 1 035 91,25 / 80 00184 1 1 060 91,50 / 80 00184 1 1 080 91,70		
93 444 960	Piston: 93444600; Cylinder liner: 88681190		
88 681 190	T - Dry cylinder liner; semi; A=94 C=96 L=158.4 H=4.7		
78 616 600	PAIR AS STD Ø 78.250 / 91.250 // 2.200 St/A 78 616 610 0,10 / 78 616 620 0,20		
87 341 690	SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B		
87 489 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A 87 489 610 0,25 / 87 489 620 0,50 / 87 489 630 0,75 / 87 489 640 1,00		
87 695 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.252 St/A 87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.		
87 696 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/A 87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00, If used in the older connecting rod the lubrication hole must be bored.		
2631	EX; 34.2 x 10 x 131 x I/S - Cr - 30° - 25 - III OES specification	81-2604	EX; 14/ x 10 x 48.5 G1
261117	EX; 34.2 x 10 x 131.1 x A/S - Cr - 30° - 25 - III IAM specification	81-2646	EX; 14/ x 10 x 49.5 G1
2605	IN; 40 x 10 x 131.5 x S - Cr - 30° - 25 - III	81-2605	EX; 14.2/ x 10 x 48.5 G1
		81-2602	IN; 14/ x 10 x 60 G1
		81-2645	IN; 14/ x 10 x 61 G1
		81-2603	IN; 14.2/ x 10 x 60 G1

50 005 428

68 **90,9**
OM 617 **910**
D AN 5 2998 cm³ 2V 59 kW 80 PS €21:1 92,4

80 00184 1 0 000	Cyl. Ø: 90.9; Set: 1; [R G6 IF MO 3] [R G1 IF 2] [DSF CR 4] 80 00184 1 0 010 91,00 / 80 00184 1 0 060 91,50		
80 00184 1 1 000	Cyl. Ø: 90.9; Set: 1; [R G6 CR 3] [R G1 IF 2] [DSF CR 4] 80 00184 1 1 010 91,00 / 80 00184 1 1 035 91,25 / 80 00184 1 1 060 91,50 / 80 00184 1 1 080 91,70		
88 681 190	T - Dry cylinder liner; semi; A=94 C=96 L=158.4 H=4.7, 07.1974→		

cont...



	87 340 690	SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B		
	87 693 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.252 St/A 87 693 610 0,25 / 87 693 620 0,50 / 87 693 630 0,75 / 87 693 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.		
	87 694 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/A 87 694 610 0,25 / 87 694 620 0,50 / 87 694 630 0,75 / 87 694 640 1,00, If used in the older connecting rod the lubrication hole must be bored.		
	2631	EX; 34.2 x 10 x 131 x I/S - Cr - 30° - 25 - III OES specification		81-2604 EX; 14/ x 10 x 48.5 G1
	261117	EX; 34.2 x 10 x 131.1 x A/S - Cr - 30° - 25 - III IAM specification		81-2646 EX; 14/ x 10 x 49.5 G1
	2605	IN; 40 x 10 x 131.5 x S - Cr - 30° - 25 - III		81-2605 EX; 14.2/ x 10 x 48.5 G1 81-2602 IN; 14/ x 10 x 60 G1 81-2645 IN; 14/ x 10 x 61 G1 81-2603 IN; 14.2/ x 10 x 60 G1
	50 005 032	36 mm bearing		
	50 005 035	40 mm bearing		
	50 005 932	30 mm bearing		

69		90,9								
	OM 617	912	D	AN 5	2998 cm³	2V	59-65 kW	80-88 PS	ε 21:1	η 92,4

	93 444 600	Cyl. Ø: 90.9; KH: 48.35; VT1: -1.15; MT: -8.85; GL: 81.85; piston pin: 26x74; number of piston rings: 3 93 444 610 91,25 / 93 444 620 91,50 / 93 444 630 91,70 RTK R 3 MO G6 R 2 G1 DSF 4 CR → 80 00184 1 0 ... , 80 00184 1 1 ... 08.1978→		
	80 00184 1 0 000	Cyl. Ø: 90.9; Set: 1; [R G6 IF MO 3] [R G1 IF 2] [DSF CR 4] 80 00184 1 0 010 91,00 / 80 00184 1 0 060 91,50		
	80 00184 1 1 000	Cyl. Ø: 90.9; Set: 1; [R G6 CR 3] [R G1 IF 2] [DSF CR 4] 80 00184 1 1 010 91,00 / 80 00184 1 1 035 91,25 / 80 00184 1 1 060 91,50 / 80 00184 1 1 080 91,70		
	93 444 960	Piston: 93444600; Cylinder liner: 88681190, 08.1978→		
	88 681 190	T - Dry cylinder liner; semi; A=94 C=96 L=158.4 H=4.7		
	78 616 600	PAIR AS STD Ø 78.250 / 91.250 // 2.200 St/A 78 616 610 0,10 / 78 616 620 0,20, 1979→		
	87 340 690	SET PL-B SEMI Ø 26.000 / 29.000 / 31.800 / St/B		
	87 488 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A 87 488 610 0,25 / 87 488 620 0,50 / 87 488 630 0,75 / 87 488 640 1,00, 1979→		
	87 693 600	SET HL STD Ø 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD Ø 69.965 / 74.500 / 33.900 / 2.252 St/A 87 693 610 0,25 / 87 693 620 0,50 / 87 693 630 0,75 / 87 693 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove. Between flanges 29,5 mm.		
	87 694 600	SET PL STD Ø 51.965 / 55.600 / 26.000 / 1.805 St/A 87 694 610 0,25 / 87 694 620 0,50 / 87 694 630 0,75 / 87 694 640 1,00, If used in the older connecting rod the lubrication hole must be bored.		
	2631	EX; 34.2 x 10 x 131 x I/S - Cr - 30° - 25 - III OES specification		81-2604 EX; 14/ x 10 x 48.5 G1
	261117	EX; 34.2 x 10 x 131.1 x A/S - Cr - 30° - 25 - III IAM specification		81-2646 EX; 14/ x 10 x 49.5 G1
	2605	IN; 40 x 10 x 131.5 x S - Cr - 30° - 25 - III		81-2605 EX; 14.2/ x 10 x 48.5 G1 81-2602 IN; 14/ x 10 x 60 G1 81-2645 IN; 14/ x 10 x 61 G1 81-2603 IN; 14.2/ x 10 x 60 G1
	50 005 032	36 mm bearing		
	50 005 035	40 mm bearing		
	50 005 932	30 mm bearing		

M



70

90,9



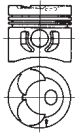
OM 617

919/-000

08.1974 → 11.1985 D AN 5 2998 cm³ 2V 39-48 kW 53-65 PS ξ 21:1 η 92,4



92 800 630



Cyl. \varnothing : 90.9; KH: 48.35; VT1: -1.05; MT: -6.27; GL: 81.85; piston pin: 26x74; number of piston rings: 3

92 800 600 91,00 / 92 800 620 91,50 / 92 800 640 91,70

RTK

R 3 MO G6

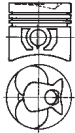
R 2 G1

DSF 4 CR

→ 80 00184 1 0 ..., 80 00184 1 1 ...

→07.1978

93 444 600



Cyl. \varnothing : 90.9; KH: 48.35; VT1: -1.15; MT: -8.85; GL: 81.85; piston pin: 26x74; number of piston rings: 3

93 444 610 91,25 / 93 444 620 91,50 / 93 444 630 91,70

RTK

R 3 MO G6

R 2 G1

DSF 4 CR

→ 80 00184 1 0 ..., 80 00184 1 1 ...

08.1978→



80 00184 1 0 000

Cyl. \varnothing : 90.9; Set: 1; [R G6 IF MO 3] [R G1 IF 2] [DSF CR 4]

80 00184 1 0 010 91,00 / 80 00184 1 0 060 91,50

80 00184 1 1 000

Cyl. \varnothing : 90.9; Set: 1; [R G6 CR 3] [R G1 IF 2] [DSF CR 4]

80 00184 1 1 010 91,00 / 80 00184 1 1 035 91,25 / 80 00184 1 1 060 91,50 / 80 00184 1 1 080 91,70



92 800 960

Piston: 92800600; Cylinder liner: 88681190, →07.1978

93 444 960

Piston: 93444600; Cylinder liner: 88681190, 08.1978→



88 681 190

T - Dry cylinder liner; semi; A=94 C=96 L=158.4 H=4.7



78 616 600

PAIR AS STD \varnothing 78.250 / 91.250 // 2.200 St/A

78 616 610 0,10 / 78 616 620 0,20, 1979→

87 340 690

SET PL-B SEMI \varnothing 26.000 / 29.000 / 31.800 / St/B

87 488 600

SET HL STD \varnothing 69.965 / 74.500 / 27.000 / 2.252 St/A

87 488 610 0,25 / 87 488 620 0,50 / 87 488 630 0,75 / 87 488 640 1,00, 1979→

87 693 600

SET HL STD \varnothing 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD \varnothing 69.965 / 74.500 / 33.900 / 2.252 St/A

87 693 610 0,25 / 87 693 620 0,50 / 87 693 630 0,75 / 87 693 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove.

Between flanges 29,5 mm.

87 694 600

SET PL STD \varnothing 51.965 / 55.600 / 26.000 / 1.805 St/A

87 694 610 0,25 / 87 694 620 0,50 / 87 694 630 0,75 / 87 694 640 1,00, If used in the older connecting rod the lubrication hole must be bored.



2631

EX; 34.2 x 10 x 131 x I/S - Cr - 30° - 25 - III

OES specification

261117

EX; 34.2 x 10 x 131.1 x A/S - Cr - 30° - 25 - III

IAM specification

2605

IN; 40 x 10 x 131.5 x S - Cr - 30° - 25 - III



81-2604

EX; 14/ x 10 x 48.5 G1

81-2646

EX; 14/ x 10 x 49.5 G1

81-2605

EX; 14.2/ x 10 x 48.5 G1

81-2602

IN; 14/ x 10 x 60 G1

81-2645

IN; 14/ x 10 x 61 G1

81-2603

IN; 14.2/ x 10 x 60 G1

71

92



OM 616

915, 930 - 931

05.1969 → 05.1988 D AN 4 2448 cm³ 2V 38-44 kW 52-60 PS ξ 21:1 η 92,4



U 52, U 60, U 600



78 616 600

PAIR AS STD \varnothing 78.250 / 91.250 // 2.200 St/A

78 616 610 0,10 / 78 616 620 0,20

87 341 690

SET PL-B SEMI \varnothing 26.000 / 29.000 / 31.800 / St/B

87 489 600

SET HL STD \varnothing 69.965 / 74.500 / 27.000 / 2.252 St/A

87 489 610 0,25 / 87 489 620 0,50 / 87 489 630 0,75 / 87 489 640 1,00

87 695 600

SET HL STD \varnothing 69.965 / 74.500 / 27.000 / 2.252 St/A; PASS-L STD \varnothing 69.965 / 74.500 / 33.900 / 2.252 St/A

87 695 610 0,25 / 87 695 620 0,50 / 87 695 630 0,75 / 87 695 640 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove.

Between flanges 29,5 mm.

87 696 600

SET PL STD \varnothing 51.965 / 55.600 / 26.000 / 1.805 St/A

87 696 610 0,25 / 87 696 620 0,50 / 87 696 630 0,75 / 87 696 640 1,00, If used in the older connecting rod the lubrication hole must be bored.



261118

EX; 33.2 x 10 x 131 x A/S - Cr - 30° - 25 - III

2641

IN; 39 x 10 x 131.5 x S - Cr - 30° - 25 -



81-2604

EX; 14/ x 10 x 48.5 G1

81-2646

EX; 14/ x 10 x 49.5 G1

81-2605

EX; 14.2/ x 10 x 48.5 G1

81-2602

IN; 14/ x 10 x 60 G1

cont...



81-2645 IN; 14/ x 10 x 61 G1
81-2603 IN; 14.2/ x 10 x 60 G1



50 005 033

72



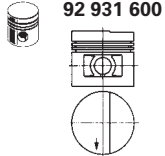
93,75



M 115

951, 954

B 4 2307 cm³ 2V 80-81 kW 109-110 PS ϵ 9:1 \bar{H} 83,6



92 931 600

Cyl. \varnothing : 93.75; KH: 51.75; MT: -1; GL: 81.95; piston pin: 26x73; number of piston rings: 3

92 931 610 94,15 / **92 931 620** 94,55

R 1,75 MO G6

NM 2,5 MO G3

DSF 4 CR

→ **80 00187 4 1 ...**, **80 00187 4 2 ...**



80 00187 4 1 000

Cyl. \varnothing : 93.75; Set: 4; [R G6 CR 1.75] [N 2.5] [DSF CR 4]

80 00187 4 1 040 94,15 / **80 00187 4 1 080** 94,55

80 00187 4 2 000

Cyl. \varnothing : 93.75; Set: 4; [R G6 CR 1.75] [N 2.5] [SLF CR 4]

80 00187 4 2 040 94,15 / **80 00187 4 2 080** 94,55



87 341 690

SET PL-B SEMI \varnothing 26.000 / 29.000 / 31.800 / St/B

87 688 600

SET PL STD \varnothing 51.965 / 55.600 / 26.000 / 1.805 St/B/G

87 688 610 0,25 / **87 688 620** 0,50 / **87 688 630** 0,75 / **87 688 640** 1,00, Without lubricating hole, with excentric bearing bore.

87 741 600

SET HL STD \varnothing 69.965 / 74.500 / 27.000 / 2.255 St/B/G; PASS-L STD \varnothing 69.965 / 74.500 / 33.900 / 2.255 St/B/G

87 741 610 0,25 / **87 741 620** 0,50 / **87 741 630** 0,75 / **87 741 640** 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove.

Between flanges 29,5 mm.

87 744 600

SET PL STD \varnothing 51.965 / 55.600 / 26.000 / 1.805 St/B/G

87 744 610 0,25 / **87 744 620** 0,50 / **87 744 630** 0,75 / **87 744 640** 1,00



261106

EX; 37.1 x 11 x 113.2 x A/S - Cr - 45° - 9 - III
cotter fixation \varnothing 9 mm

26017

IN; 47 x 9 x 128.6 x S - Cr - 45° - VS - 1 - III



RK-9H



81-2659

EX; 15.035/ x 11 x 45 B1

81-2660

EX; 15.235/ x 11 x 45 B1

81-2670

EX; 15.435/ x 11 x 45 B1

81-2667

IN; 14.035/ x 9 x 55 B1

81-2668

IN; 14.235/ x 9 x 55 B1

M



50 005 032

36 mm bearing

50 005 035

40 mm bearing

50 005 932

30 mm bearing

73



93,75

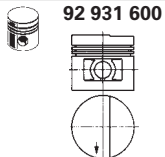


M 115

958/-000

1973→1982

B 4 2307 cm³ 2V \bar{H} 83,6



92 931 600

Cyl. \varnothing : 93.75; KH: 51.75; MT: -1; GL: 81.95; piston pin: 26x73; number of piston rings: 3

92 931 610 94,15 / **92 931 620** 94,55

R 1,75 MO G6

NM 2,5 MO G3

DSF 4 CR

→ **80 00187 4 1 ...**, **80 00187 4 2 ...**



80 00187 4 1 000

Cyl. \varnothing : 93.75; Set: 4; [R G6 CR 1.75] [N 2.5] [DSF CR 4]

80 00187 4 1 040 94,15 / **80 00187 4 1 080** 94,55

80 00187 4 2 000

Cyl. \varnothing : 93.75; Set: 4; [R G6 CR 1.75] [N 2.5] [SLF CR 4]

80 00187 4 2 040 94,15 / **80 00187 4 2 080** 94,55



87 341 690

SET PL-B SEMI \varnothing 26.000 / 29.000 / 31.800 / St/B

87 688 600

SET PL STD \varnothing 51.965 / 55.600 / 26.000 / 1.805 St/B/G

87 688 610 0,25 / **87 688 620** 0,50 / **87 688 630** 0,75 / **87 688 640** 1,00, Without lubricating hole, with excentric bearing bore.

87 741 600

SET HL STD \varnothing 69.965 / 74.500 / 27.000 / 2.255 St/B/G; PASS-L STD \varnothing 69.965 / 74.500 / 33.900 / 2.255 St/B/G

87 741 610 0,25 / **87 741 620** 0,50 / **87 741 630** 0,75 / **87 741 640** 1,00, PASS-L: Upper and lower half with oilpocket and oilhole on locking lug side, without groove.

Between flanges 29,5 mm.

87 744 600

SET PL STD \varnothing 51.965 / 55.600 / 26.000 / 1.805 St/B/G

87 744 610 0,25 / **87 744 620** 0,50 / **87 744 630** 0,75 / **87 744 640** 1,00



261106

EX; 37.1 x 11 x 113.2 x A/S - Cr - 45° - 9 - III
cotter fixation \varnothing 9 mm

26017

IN; 47 x 9 x 128.6 x S - Cr - 45° - VS - 1 - III



RK-9H



81-2659

EX; 15.035/ x 11 x 45 B1

81-2660

EX; 15.235/ x 11 x 45 B1

cont...



TRW
EngineComponents



MERCEDES-BENZ

81-2670 EX; 15.435/ x 11 x 45 B1
81-2667 IN; 14.035/ x 9 x 55 B1
81-2668 IN; 14.235/ x 9 x 55 B1

74 **94**

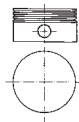


MB Kompressor

1

(1)

(1) for OM 314, 352, 362, 364, 366



94 037 600 Cyl. Ø: 94; KH: 27; GL: 52.3; piston pin: 16.017x66.2; number of piston rings: 3
 URK
 N 2,5
 N 2,5
 N 2,5
 → **80 00188 1 1 ...**



80 00188 1 1 000 Cyl. Ø: 94; Set: 1; [N IF 2.5] [N IF 2.5] [NEF 2.5] [N IF 2.5]



78 754 604 PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

75 **97**



M 343

920

AL AN 4 3780 cm³ 2V 70 kW 95 PS ϵ 17:1 128



16122 EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
1604 EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
16106 EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
1638 EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
16109 IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16136 IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1670 EX; 15.028/ x 10 x 67 G1
81-1676 EX; 15.035/ x 10 x 67 G1
81-1672 EX; 15.228/ x 10 x 67 G1
81-1677 EX; 15.235/ x 10 x 67 G1
81-1673 EX; 15.528/ x 10 x 67 G1
81-1666 IN; 15.028/ x 9 x 72 G1
81-1674 IN; 15.035/ x 9 x 72 G1
81-1668 IN; 15.228/ x 9 x 72 G1
81-1675 IN; 15.235/ x 9 x 72 G1
81-1669 IN; 15.528/ x 9 x 72 G1



50 004 886 EX; 38.07 x 28 x 8.5; ST; 45°
92-16108 EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889 EX; 38.08 x 30 x 7.9; ST; 45°
92-16131 EX; 38.38 x 30 x 8.5; G1; 45°
92-16112 IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885 IN; 45.08 x 37 x 8.3; ST; 45°
92-16114 IN; 45.87 x 37 x 8.2; G1; 45°
92-16115 IN; 46.37 x 37 x 8.2; G1; 45°

76 **97**



M 352

921, 923 - 924, 929

B 6 5675 cm³ 2V 93 kW 126 PS 128



80 00108 1 0 000 Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]
80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00
80 00109 1 0 000 Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000 Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



78 672 600 PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600 PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601 PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604 PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604 PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A
78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 245 690 SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W
87 245 695 SEMI / 87 245 600 STD

87 354 693 SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793 SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893 SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 426 601 SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00

cont...



87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
81-1676	EX; 15.035/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1666	IN; 15.028/ x 9 x 72 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1668	IN; 15.228/ x 9 x 72 G1
81-1675	IN; 15.235/ x 9 x 72 G1
81-1669	IN; 15.528/ x 9 x 72 G1
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°

50 005 843	
77	97
M 352	929-000
	B 6 5675 cm³ 2V 93 kW 126 PS

50 005 843	
78	97
OM 314	900, 910, 940, 942 - 944, 946, 948, 959, 961
	01.1964 → D AN 4 3780 cm³ 2V 39-63 kW 53-86 PS

90 274 800	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
93 712 600	Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...
93 794 700	Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5 93 794 710 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
93 882 600	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4 93 882 630 97,50 / 93 882 640 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR → 80 00108 1 0 ... 4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used

80 00108 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00
80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00

90 274 980	Piston: 90274800; Cylinder liner: 89178190
90 274 981	Piston: 90274800; Cylinder liner: 89069190
90 274 982	Piston: 90274800; Cylinder liner: 89177190
93 882 960	Piston: 93882600; Cylinder liner: 89178190
93 882 961	Piston: 93882600; Cylinder liner: 89069190
93 882 962	Piston: 93882600; Cylinder liner: 89177190









cont...



TRW
EngineComponents



MERCEDES-BENZ

	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2	
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.	
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.	
	78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00	
	78 673 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00	
	78 674 601	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.	
	78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.	
	78 756 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston \varnothing 77 mm.	
	87 256 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI, 11.1979→	
	87 355 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B	
	87 355 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm	
	87 355 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm	
	87 427 601	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 427 604 STD / 87 427 611 0,25 / 87 427 613 0,25 / 87 427 614 0,25 / 87 427 621 0,50 / 87 427 623 0,50 / 87 427 624 0,50 / 87 427 631 0,75 / 87 427 633 0,75 / 87 427 634 0,75 / 87 427 641 1,00 / 87 427 643 1,00 / 87 427 644 1,00	
	87 429 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00	
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed	
	50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed	
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	 81-1658 EX; 15/ x 10 x 73 G1
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1610 EX; 15/ x 9 x 73 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1670 EX; 15.028/ x 10 x 67 G1
	1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1676 EX; 15.035/ x 10 x 67 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1694 EX; 15.1/ x 10 x 73 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1659 EX; 15.2/ x 10 x 73 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1630 EX; 15.2/ x 9 x 73 G1
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°	81-1672 EX; 15.228/ x 10 x 67 G1
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1677 EX; 15.235/ x 10 x 67 G1
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1673 EX; 15.528/ x 10 x 67 G1
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1695 EX; 15.546/ x 10 x 73 G1
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1609 IN; 15/ x 9 x 78 G1
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1666 IN; 15.028/ x 9 x 72 G1
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1674 IN; 15.035/ x 9 x 72 G1
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°	81-1627 IN; 15.1/ x 9 x 78 G1
			81-1628 IN; 15.2/ x 9 x 78 G1
			81-1668 IN; 15.228/ x 9 x 72 G1
			81-1675 IN; 15.235/ x 9 x 72 G1
			81-1669 IN; 15.528/ x 9 x 72 G1
	50 006 369	CAM	
	50 005 835	OM 314.900, OM 314.940, OM 314.942, OM 314.943: →mot. 077698, OM 314.910, OM 314.944, OM 314.946, OM 314.948, OM 314.959, OM 314.961: →mot. 020055	
	50 005 843		

79

97


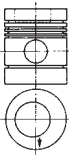
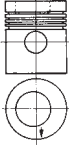
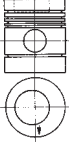
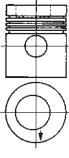

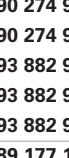

















OM 314

900-000, 900-001, 900-002, 900-003, 900-004, 900-005, 900-006, 900-007, 900-008, 900-010, 900-011, 900-012, 900-013, 900-014, 900-015, 900-016, 900-017, 900-018, 900-019, 900-020, 900-021, 900-022, 900-023, 900-025

01.1964 → 12.1988 D AN 4 3780 cm³ 2V 35-63 kW 47-85 PS  128




	90 274 800	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
	93 712 600	Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...
	93 794 700	Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5 93 794 710 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
	93 882 600	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4 93 882 630 97,50 / 93 882 640 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR → 80 00108 1 0 ... 4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used
	80 00108 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00
	80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
	80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
	90 274 980	Piston: 90274800; Cylinder liner: 89178190
	90 274 981	Piston: 90274800; Cylinder liner: 89069190
	90 274 982	Piston: 90274800; Cylinder liner: 89177190
	93 882 960	Piston: 93882600; Cylinder liner: 89178190
	93 882 961	Piston: 93882600; Cylinder liner: 89069190
	93 882 962	Piston: 93882600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
	87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI, 11.1979→
	87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 427 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 427 604 STD / 87 427 611 0,25 / 87 427 613 0,25 / 87 427 614 0,25 / 87 427 621 0,50 / 87 427 623 0,50 / 87 427 624 0,50 / 87 427 631 0,75 / 87 427 633 0,75 / 87 427 634 0,75 / 87 427 641 1,00 / 87 427 643 1,00 / 87 427 644 1,00

cont...




87 429 600 SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00

 50 004 886 EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879 EX; 38.07 x 30 x 8.5; ST; 45°
50 004 889 EX; 38.08 x 30 x 7.9; ST; 45°
50 004 885 IN; 45.08 x 37 x 8.3; ST; 45°


 50 005 835 →mot. 077698
50 005 843

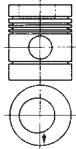
80  97

 OM 314

900-024

01.1964 → 12.1988 D AN 4 3780 cm³ 2V 60 kW 81 PS ⚙ 17:1 🛢 128

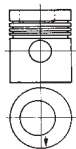
 90 274 800 Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 274 830 97,50 / 90 274 840 98,00



RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ 80 00109 1 0 ..., 80 00109 2 0 ...

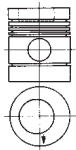
93 712 600 Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4



RTK
T6 3 CR G6
M 3
M 3
S 5,5

→ 80 00108 1 0 ...

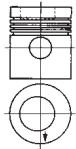
93 794 700 Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5
93 794 710 98,00



RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ 80 00109 1 0 ..., 80 00109 2 0 ...

93 882 600 Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / 93 882 640 98,00



RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR


→ 80 00108 1 0 ...


4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used


 80 00108 1 0 000 Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]
80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000 Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000 Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00

 90 274 980 Piston: 90274800; Cylinder liner: 89178190
90 274 981 Piston: 90274800; Cylinder liner: 89069190
90 274 982 Piston: 90274800; Cylinder liner: 89177190
93 882 960 Piston: 93882600; Cylinder liner: 89178190
93 882 961 Piston: 93882600; Cylinder liner: 89069190
93 882 962 Piston: 93882600; Cylinder liner: 89177190

 89 177 190 T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 178 190 T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
89 069 190 T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.

 78 672 600 PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
78 673 600 PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
78 674 601 PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

cont...





78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI, 11.1979→
87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 427 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 427 604 STD / 87 427 611 0,25 / 87 427 613 0,25 / 87 427 614 0,25 / 87 427 621 0,50 / 87 427 623 0,50 / 87 427 624 0,50 / 87 427 631 0,75 / 87 427 633 0,75 / 87 427 634 0,75 / 87 427 641 1,00 / 87 427 643 1,00 / 87 427 644 1,00
87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00

	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°

81

97



OM 314

914, 918 - 920, 941, 945, 947, 949 - 951, 954

01.1964→12.1992 D AN 4 3780 cm³ 2V 49-66 kW 67-90 PS

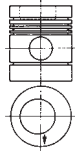
128



MB-Trac 800



90 274 800 Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 274 830 97,50 / **90 274 840** 98,00

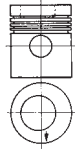


RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 712 600

Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4

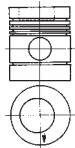


RTK
T6 3 CR G6
M 3
M 3
S 5,5

→ **80 00108 1 0 ...**

93 794 700

Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5

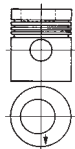


93 794 710 98,00
RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 882 600

Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4



93 882 630 97,50 / **93 882 640** 98,00
RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR

→ **80 00108 1 0 ...**

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000 Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / **80 00108 1 0 100** 98,00

80 00109 1 0 000 Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / **80 00109 1 0 050** 97,50 / **80 00109 1 0 100** 98,00

80 00109 2 0 000 Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / **80 00109 2 0 050** 97,50 / **80 00109 2 0 075** 97,75 / **80 00109 2 0 100** 98,00



90 274 980 Piston: 90274800; Cylinder liner: 89178190

90 274 981 Piston: 90274800; Cylinder liner: 89069190

90 274 982 Piston: 90274800; Cylinder liner: 89177190

93 882 960 Piston: 93882600; Cylinder liner: 89178190

93 882 961 Piston: 93882600; Cylinder liner: 89069190

cont...



TRW
EngineComponents



MERCEDES-BENZ

	93 882 962	Piston: 93882600; Cylinder liner: 89177190	
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2	
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.	
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.	
	78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00	
	78 673 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00	
	78 674 601	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00 , Upper half without groove, For supercharged engines.	
	78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston \varnothing 94 mm.	
	78 756 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25 , For Compressor with Piston \varnothing 77 mm.	
	87 256 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI , 11.1979→	
	87 355 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B	
	87 355 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm	
	87 355 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm	
	87 427 601	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 427 604 STD / 87 427 611 0,25 / 87 427 613 0,25 / 87 427 614 0,25 / 87 427 621 0,50 / 87 427 623 0,50 / 87 427 624 0,50 / 87 427 631 0,75 / 87 427 633 0,75 / 87 427 634 0,75 / 87 427 641 1,00 / 87 427 643 1,00 / 87 427 644 1,00	
	87 429 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00	
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed	
	50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed	
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1658 EX; 15/ x 10 x 73 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1610 EX; 15/ x 9 x 73 G1
	1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1670 EX; 15.028/ x 10 x 67 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1676 EX; 15.035/ x 10 x 67 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1694 EX; 15.1/ x 10 x 73 G1
			81-1659 EX; 15.2/ x 10 x 73 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1630 EX; 15.2/ x 9 x 73 G1
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°	81-1672 EX; 15.228/ x 10 x 67 G1
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1677 EX; 15.235/ x 10 x 67 G1
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1673 EX; 15.528/ x 10 x 67 G1
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1695 EX; 15.546/ x 10 x 73 G1
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1609 IN; 15/ x 9 x 78 G1
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1666 IN; 15.028/ x 9 x 72 G1
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1674 IN; 15.035/ x 9 x 72 G1
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°	81-1627 IN; 15.1/ x 9 x 78 G1
			81-1628 IN; 15.2/ x 9 x 78 G1
			81-1668 IN; 15.228/ x 9 x 72 G1
			81-1675 IN; 15.235/ x 9 x 72 G1
			81-1669 IN; 15.528/ x 9 x 72 G1

	50 006 369	CAM
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	50 005 843	
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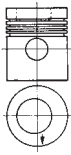
82		97	
	OM 314	916, 953	
		04.1966 → 12.1976	D AN 4 3780 cm ³ 2V 40-59 kW 54-80 PS ϵ 17:1 128
	U 54, U 80		

	90 274 800	Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
	90 274 830 97,50 / 90 274 840 98,00	
	RTK, URK	
	T6 3 CR G6	
	M 3	
	M 3	
	DSF 5,5 CR	
	S 5,5	
	→ 80 00109 1 0 ... , 80 00109 2 0 ...	

cont...

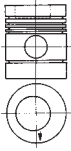


93 712 600



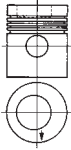
Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4
RTK
T6 3 CR G6
M 3
M 3
S 5,5
→ **80 00108 1 0 ...**

93 794 700



Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5
93 794 710 98,00
RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5
→ **80 00109 1 0 ..., 80 00109 2 0 ...**

93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / 93 882 640 98,00
RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
→ **80 00108 1 0 ...**
4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]
80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A
78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 256 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W
87 256 695 SEMI, 11.1979→

87 355 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 427 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
87 427 604 STD / 87 427 611 0,25 / 87 427 613 0,25 / 87 427 614 0,25 / 87 427 621 0,50 / 87 427 623 0,50 / 87 427 624 0,50 / 87 427 631 0,75 / 87 427 633 0,75 / 87 427 634 0,75 / 87 427 641 1,00 / 87 427 643 1,00 / 87 427 644 1,00

87 429 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

1638

EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III



81-1658

EX; 15/ x 10 x 73 G1

81-1610

EX; 15/ x 9 x 73 G1

81-1670

EX; 15.028/ x 10 x 67 G1

81-1676

EX; 15.035/ x 10 x 67 G1


cont...




TRW
EngineComponents





MERCEDES-BENZ

16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1694	EX; 15.1/ x 10 x 73 G1
 50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1659	EX; 15.2/ x 10 x 73 G1
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°	81-1630	EX; 15.2/ x 9 x 73 G1
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1672	EX; 15.228/ x 10 x 67 G1
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1677	EX; 15.235/ x 10 x 67 G1
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1673	EX; 15.528/ x 10 x 67 G1
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1695	EX; 15.546/ x 10 x 73 G1
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1609	IN; 15/ x 9 x 78 G1
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1666	IN; 15.028/ x 9 x 72 G1
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°	81-1674	IN; 15.035/ x 9 x 72 G1
		81-1627	IN; 15.1/ x 9 x 78 G1
		81-1628	IN; 15.2/ x 9 x 78 G1
		81-1668	IN; 15.228/ x 9 x 72 G1
		81-1675	IN; 15.235/ x 9 x 72 G1
		81-1669	IN; 15.528/ x 9 x 72 G1


 **50 005 843**


83  **97**


 **OM 314** **917, 962 - 965, 967**


 **U 66, U 72, U 80, U 800**


04.1966 → D AN 4 3780 cm³ 2V 55-63 kW 75-85 PS € 17:1 128


 **90 274 800** Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 274 830 97,50 / 90 274 840 98,00
 RTK, URK
 T6 3 CR G6
 M 3
 M 3
 DSF 5,5 CR
 S 5,5
 → **80 00109 1 0 ...**, **80 00109 2 0 ...**

 **93 712 600** Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4
 RTK
 T6 3 CR G6
 M 3
 M 3
 S 5,5
 → **80 00108 1 0 ...**

 **93 794 700** Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5
93 794 710 98,00
 RTK, URK
 T6 3 CR G6
 M 3
 M 3
 DSF 5,5 CR
 S 5,5
 → **80 00109 1 0 ...**, **80 00109 2 0 ...**

 **93 882 600** Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / 93 882 640 98,00
 RTK
 T6 3 CR G6
 M 3
 M 3
 DSF 5,5 CR
 → **80 00108 1 0 ...**
 4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used

 80 00108 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00
80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00

 90 274 980	Piston: 90274800; Cylinder liner: 89178190
90 274 981	Piston: 90274800; Cylinder liner: 89069190
90 274 982	Piston: 90274800; Cylinder liner: 89177190
93 882 960	Piston: 93882600; Cylinder liner: 89178190
93 882 961	Piston: 93882600; Cylinder liner: 89069190

cont...

M



TRW
EngineComponents



MERCEDES-BENZ

	93 882 962	Piston: 93882600; Cylinder liner: 89177190		
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2		
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.		
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.		
	78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00		
	78 673 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00		
	78 674 601	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.		
	78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.		
	78 756 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston \varnothing 77 mm.		
	87 256 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI, 11.1979→		
	87 355 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B		
	87 355 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
	87 355 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
	87 427 601	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 427 604 STD / 87 427 611 0,25 / 87 427 613 0,25 / 87 427 614 0,25 / 87 427 621 0,50 / 87 427 623 0,50 / 87 427 624 0,50 / 87 427 631 0,75 / 87 427 633 0,75 / 87 427 634 0,75 / 87 427 641 1,00 / 87 427 643 1,00 / 87 427 644 1,00		
	87 429 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00		
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed		
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1658 EX; 15/ x 10 x 73 G1
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III		81-1610 EX; 15/ x 9 x 73 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1670 EX; 15.028/ x 10 x 67 G1
	1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III		81-1676 EX; 15.035/ x 10 x 67 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1694 EX; 15.1/ x 10 x 73 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1659 EX; 15.2/ x 10 x 73 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°		81-1630 EX; 15.2/ x 9 x 73 G1
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°		81-1672 EX; 15.228/ x 10 x 67 G1
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°		81-1677 EX; 15.235/ x 10 x 67 G1
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°		81-1673 EX; 15.528/ x 10 x 67 G1
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°		81-1695 EX; 15.546/ x 10 x 73 G1
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°		81-1609 IN; 15/ x 9 x 78 G1
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°		81-1666 IN; 15.028/ x 9 x 72 G1
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°		81-1674 IN; 15.035/ x 9 x 72 G1
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°		81-1627 IN; 15.1/ x 9 x 78 G1
				81-1628 IN; 15.2/ x 9 x 78 G1
				81-1668 IN; 15.228/ x 9 x 72 G1
				81-1675 IN; 15.235/ x 9 x 72 G1
				81-1669 IN; 15.528/ x 9 x 72 G1

M



50 006 369 CAM



50 005 843

84

97



OM 314

921 - 922

01.1976→

D AN 4

3780 cm³

2V

48-57 kW

65-77 PS

£ 17:1

128



MB-Trac 700



90 274 800

Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5

90 274 830 97,50 / **90 274 840** 98,00

RTK, URK

T6 3 CR G6

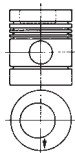
M 3

M 3

DSF 5,5 CR

S 5,5

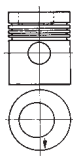
→ **80 00109 1 0 ...**, **80 00109 2 0 ...**



cont...

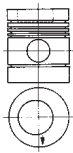


93 712 600



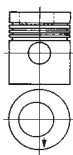
Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4
RTK
T6 3 CR G6
M 3
M 3
S 5,5
→ 80 00108 1 0 ...

93 794 700



Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5
93 794 710 98,00
RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5
→ 80 00109 1 0 ..., 80 00109 2 0 ...

93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / 93 882 640 98,00
RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
→ 80 00108 1 0 ...
4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]
80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 /
78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A
78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 256 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 /
60.000 / 26.000 / St/W
87 256 695 SEMI, 11.1979→

87 355 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 427 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
87 427 604 STD / 87 427 611 0,25 / 87 427 613 0,25 / 87 427 614 0,25 / 87 427 621 0,50 / 87 427 623 0,50 /
87 427 624 0,50 / 87 427 631 0,75 / 87 427 633 0,75 / 87 427 634 0,75 / 87 427 641 1,00 / 87 427 643 1,00 / 87 427 644 1,00

87 429 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 109

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

1638

EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III



81-1670

EX; 15.028/ x 10 x 67 G1

81-1676

EX; 15.035/ x 10 x 67 G1

81-1672

EX; 15.228/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1


cont...



TRW
EngineComponents



MERCEDES-BENZ

16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1673	EX; 15.528/ x 10 x 67 G1
 50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1609	IN; 15/ x 9 x 78 G1
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°	81-1666	IN; 15.028/ x 9 x 72 G1
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1674	IN; 15.035/ x 9 x 72 G1
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1627	IN; 15.1/ x 9 x 78 G1
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1628	IN; 15.2/ x 9 x 78 G1
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1668	IN; 15.228/ x 9 x 72 G1
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1675	IN; 15.235/ x 9 x 72 G1
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1669	IN; 15.528/ x 9 x 72 G1
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°		



50 005 843

85	 97	OM 341	951	D	AN 6	5675 cm ³	2V	96 kW	130 PS	£ 17:1	 128
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78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1658	EX; 15/ x 10 x 73 G1
81-1610	EX; 15/ x 9 x 73 G1
81-1676	EX; 15.035/ x 10 x 67 G1
81-1694	EX; 15.1/ x 10 x 73 G1
81-1659	EX; 15.2/ x 10 x 73 G1
81-1630	EX; 15.2/ x 9 x 73 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1695	EX; 15.546/ x 10 x 73 G1
81-1609	IN; 15/ x 9 x 78 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1627	IN; 15.1/ x 9 x 78 G1
81-1628	IN; 15.2/ x 9 x 78 G1
81-1675	IN; 15.235/ x 9 x 72 G1



50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°



86

97



OM 314

956 - 957

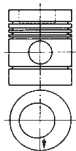
07.1973 → 03.1987 D AN 4 3780 cm³ 2V 48-55 kW 65-75 PS ⚡ 17:1 🚛 128



MB-Trac 65/70, MB-Trac 700, MB-Trac 800



90 274 800

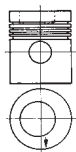


Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 274 830 97,50 / 90 274 840 98,00

RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ 80 00109 1 0 ..., 80 00109 2 0 ...

93 712 600

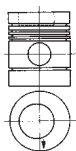


Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4
RTK

T6 3 CR G6
M 3
M 3
S 5,5

→ 80 00108 1 0 ...

93 794 700

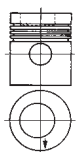


Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5
93 794 710 98,00

RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ 80 00109 1 0 ..., 80 00109 2 0 ...

93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / 93 882 640 98,00

RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR

→ 80 00108 1 0 ...

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]
80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 /
78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A
78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 256 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 /
60.000 / 26.000 / St/W
87 256 695 SEMI, 11.1979 →

87 355 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

cont...

M



87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 427 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 427 604 STD / 87 427 611 0,25 / 87 427 613 0,25 / 87 427 614 0,25 / 87 427 621 0,50 / 87 427 623 0,50 / 87 427 624 0,50 / 87 427 631 0,75 / 87 427 633 0,75 / 87 427 634 0,75 / 87 427 641 1,00 / 87 427 643 1,00 / 87 427 644 1,00
87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00



50 009 108 Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed



16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1658	EX; 15/ x 10 x 73 G1
81-1610	EX; 15/ x 9 x 73 G1
81-1670	EX; 15.028/ x 10 x 67 G1
81-1676	EX; 15.035/ x 10 x 67 G1
81-1694	EX; 15.1/ x 10 x 73 G1
81-1659	EX; 15.2/ x 10 x 73 G1
81-1630	EX; 15.2/ x 9 x 73 G1
81-1672	EX; 15.228/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1673	EX; 15.528/ x 10 x 67 G1
81-1695	EX; 15.546/ x 10 x 73 G1
81-1609	IN; 15/ x 9 x 78 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1627	IN; 15.1/ x 9 x 78 G1
81-1628	IN; 15.2/ x 9 x 78 G1
81-1675	IN; 15.235/ x 9 x 72 G1



50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°



50 005 843

87

97

OM 314

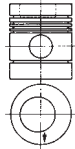
958 (TUR)

D AN 4 3780 cm³ 2V 63 kW 85 PS £ 17:1 128

M



90 274 800 Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 274 830 97,50 / **90 274 840** 98,00

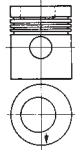


RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 712 600

Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4

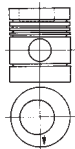


RTK
T6 3 CR G6
M 3
M 3
S 5,5

→ **80 00108 1 0 ...**

93 794 700

Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5

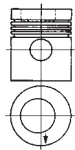


93 794 710 98,00
RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 882 600

Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4



93 882 630 97,50 / **93 882 640** 98,00
RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR

→ **80 00108 1 0 ...**

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used

cont...



TRW
EngineComponents



MERCEDES-BENZ

	80 00108 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00		
	80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00		
	80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00		
	90 274 980	Piston: 90274800; Cylinder liner: 89178190		
	90 274 981	Piston: 90274800; Cylinder liner: 89069190		
	90 274 982	Piston: 90274800; Cylinder liner: 89177190		
	93 882 960	Piston: 93882600; Cylinder liner: 89178190		
	93 882 961	Piston: 93882600; Cylinder liner: 89069190		
	93 882 962	Piston: 93882600; Cylinder liner: 89177190		
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2		
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.		
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.		
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00		
	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00		
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00 , Upper half without groove, For supercharged engines.		
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.		
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25 , For Compressor with Piston Ø 77 mm.		
	87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI , 11.1979→		
	87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B		
	87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
	87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
	87 427 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 427 604 STD / 87 427 611 0,25 / 87 427 613 0,25 / 87 427 614 0,25 / 87 427 621 0,50 / 87 427 623 0,50 / 87 427 624 0,50 / 87 427 631 0,75 / 87 427 633 0,75 / 87 427 634 0,75 / 87 427 641 1,00 / 87 427 643 1,00 / 87 427 644 1,00		
	87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00		
	50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed		
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III		81-1658 EX; 15/ x 10 x 73 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1670 EX; 15.028/ x 10 x 67 G1
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°		81-1676 EX; 15.035/ x 10 x 67 G1
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°		81-1694 EX; 15.1/ x 10 x 73 G1
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°		81-1659 EX; 15.2/ x 10 x 73 G1
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°		81-1672 EX; 15.228/ x 10 x 67 G1
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°		81-1677 EX; 15.235/ x 10 x 67 G1
				81-1673 EX; 15.528/ x 10 x 67 G1
				81-1695 EX; 15.546/ x 10 x 73 G1
				81-1609 IN; 15/ x 9 x 78 G1
				81-1666 IN; 15.028/ x 9 x 72 G1
				81-1627 IN; 15.1/ x 9 x 78 G1
				81-1628 IN; 15.2/ x 9 x 78 G1
				81-1668 IN; 15.228/ x 9 x 72 G1
				81-1669 IN; 15.528/ x 9 x 72 G1
	50 005 843			
88		97		
	OM 314	960 (TUR)	D A 4 3780 cm³ 2V 63 kW 86 PS	£17:1
	50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed		
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III		81-1658 EX; 15/ x 10 x 73 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1670 EX; 15.028/ x 10 x 67 G1


M



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1676	EX; 15.035/ x 10 x 67 G1
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1694	EX; 15.1/ x 10 x 73 G1
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1659	EX; 15.2/ x 10 x 73 G1
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1672	EX; 15.228/ x 10 x 67 G1
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°	81-1677	EX; 15.235/ x 10 x 67 G1
			81-1673	EX; 15.528/ x 10 x 67 G1
			81-1695	EX; 15.546/ x 10 x 73 G1
			81-1609	IN; 15/ x 9 x 78 G1
			81-1666	IN; 15.028/ x 9 x 72 G1
			81-1627	IN; 15.1/ x 9 x 78 G1
			81-1628	IN; 15.2/ x 9 x 78 G1
			81-1668	IN; 15.228/ x 9 x 72 G1
			81-1669	IN; 15.528/ x 9 x 72 G1

50 005 843

89

97



OM 314

970

09.1981 → 03.1987

D

A

4

3780 cm³

2V

63 kW

85 PS

€ 16:1

128



MB-Trac 900 Turbo



93 750 600

Cyl. Ø: 97; KH: 65.2; MT: -21.5; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3

93 750 610 97,50 / **93 750 620** 98,00

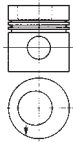
RTK

T6 2,5 MO G6

M 2,5 MO

DSF 4 CR

→ **80 00191 1 1 ...**



80 00191 1 1 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4]

80 00191 1 1 050 97,50 / **80 00191 1 1 100** 98,00



93 750 960

Piston: 93750600; Cylinder liner: 89178190

93 750 961

Piston: 93750600; Cylinder liner: 89069190

93 750 962

Piston: 93750600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 673 610 0,25 / **78 673 620** 0,50 / **78 673 630** 0,75 / **78 673 640** 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

78 674 604 STD / **78 674 611** 0,25 / **78 674 614** 0,25 / **78 674 621** 0,50 / **78 674 624** 0,50 / **78 674 631** 0,75 / **78 674 634** 0,75 / **78 674 641** 1,00 / **78 674 644** 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A

78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 256 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W

87 256 695 SEMI, 11.1979→

87 355 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 427 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

87 427 604 STD / **87 427 611** 0,25 / **87 427 613** 0,25 / **87 427 614** 0,25 / **87 427 621** 0,50 / **87 427 623** 0,50 / **87 427 624** 0,50 / **87 427 631** 0,75 / **87 427 633** 0,75 / **87 427 634** 0,75 / **87 427 641** 1,00 / **87 427 643** 1,00 / **87 427 644** 1,00

87 429 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 429 610 0,25 / **87 429 620** 0,50 / **87 429 630** 0,75 / **87 429 640** 1,00



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

1638

EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1658

EX; 15/ x 10 x 73 G1

81-1610

EX; 15/ x 9 x 73 G1

81-1670

EX; 15.028/ x 10 x 67 G1

81-1676


EX; 15.035/ x 10 x 67 G1

81-1694



EX; 15.1/ x 10 x 73 G1


cont...

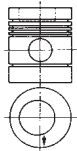


	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1659	EX; 15.2/ x 10 x 73 G1
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°	81-1630	EX; 15.2/ x 9 x 73 G1
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1672	EX; 15.228/ x 10 x 67 G1
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1677	EX; 15.235/ x 10 x 67 G1
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1673	EX; 15.528/ x 10 x 67 G1
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1695	EX; 15.546/ x 10 x 73 G1
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1609	IN; 15/ x 9 x 78 G1
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1674	IN; 15.035/ x 9 x 72 G1
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°	81-1627	IN; 15.1/ x 9 x 78 G1
			81-1628	IN; 15.2/ x 9 x 78 G1
			81-1675	IN; 15.235/ x 9 x 72 G1

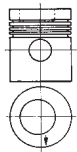
 **50 005 843**

90		97										
		OM 340	919	D	AN	4	3780 cm ³	2V	63 kW	86 PS	ε 17:1	128
		OM 343	919, 919-018	D	AN	4	3780 cm ³	2V	39-53 kW	53-72 PS	ε 17:1	128

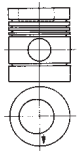
 **90 274 800** Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 274 830 97,50 / 90 274 840 98,00
 RTK, URK
 T6 3 CR G6
 M 3
 M 3
 DSF 5,5 CR
 S 5,5
 → **80 00109 1 0 ...**, **80 00109 2 0 ...**



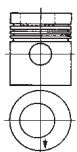
93 712 600 Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4
 RTK
 T6 3 CR G6
 M 3
 M 3
 S 5,5
 → **80 00108 1 0 ...**





93 794 700 Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5
93 794 710 98,00
 RTK, URK
 T6 3 CR G6
 M 3
 M 3
 DSF 5,5 CR
 S 5,5
 → **80 00109 1 0 ...**, **80 00109 2 0 ...**




93 882 600 Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / 93 882 640 98,00
 RTK
 T6 3 CR G6
 M 3
 M 3
 DSF 5,5 CR
 → **80 00108 1 0 ...**
 4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



 **80 00108 1 0 000** Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]
80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00
80 00109 1 0 000 Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
80 00109 2 0 000 Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00

 **90 274 980** Piston: 90274800; Cylinder liner: 89178190
90 274 981 Piston: 90274800; Cylinder liner: 89069190
90 274 982 Piston: 90274800; Cylinder liner: 89177190
93 882 960 Piston: 93882600; Cylinder liner: 89178190
93 882 961 Piston: 93882600; Cylinder liner: 89069190
93 882 962 Piston: 93882600; Cylinder liner: 89177190

 **89 177 190** T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 178 190 T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

cont...








TRW
EngineComponents



MERCEDES-BENZ

89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
 78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
78 673 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
78 674 601	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.
78 756 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston \varnothing 77 mm.
87 256 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI, 11.1979→
87 355 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B
87 355 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 355 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 427 601	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 427 604 STD / 87 427 611 0,25 / 87 427 613 0,25 / 87 427 614 0,25 / 87 427 621 0,50 / 87 427 623 0,50 / 87 427 624 0,50 / 87 427 631 0,75 / 87 427 633 0,75 / 87 427 634 0,75 / 87 427 641 1,00 / 87 427 643 1,00 / 87 427 644 1,00
87 429 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00
 50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
 92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°

91

 **97**



OM 340

919-001, 919-002, 919-003, 919-004, 919-006, 919-007, 919-008, 919-009, 919-010, 919-016, 919-017

D AN 4 3780 cm³ 2V 29-63 kW 39-86 PS \varnothing 17:1 \varnothing 128

OM 343

919-001, 919-002, 919-003, 919-004, 919-005, 919-006, 919-007, 919-008, 919-009, 919-010, 919-011, 919-012, 919-013, 919-014, 919-015, 919-016, 919-017

D AN 4 3780 cm³ 2V 39-81 kW 53-110 PS \varnothing 17:1 \varnothing 128



90 274 800

Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5

90 274 830 97,50 / **90 274 840** 98,00

RTK, URK

T6 3 CR G6

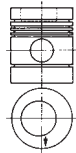
M 3

M 3

DSF 5,5 CR

S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**



93 712 600

Cyl. \varnothing : 97; KH: 64.3; MT: -20; M \varnothing : 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4

RTK

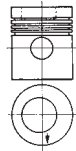
T6 3 CR G6

M 3

M 3

S 5,5

→ **80 00108 1 0 ...**



93 794 700

Cyl. \varnothing : 97.5; KH: 65; MT: -20; M \varnothing : 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5

93 794 710 98,00

RTK, URK

T6 3 CR G6

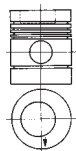
M 3

M 3

DSF 5,5 CR

S 5,5

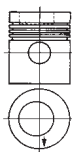
→ **80 00109 1 0 ...**, **80 00109 2 0 ...**



cont...



93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4

93 882 630 97,50 / 93 882 640 98,00

RTK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

→ 80 00108 1 0 ...

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 /

78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A

78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 256 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W

87 256 695 SEMI, 11.1979→

87 355 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 427 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

87 427 604 STD / 87 427 611 0,25 / 87 427 613 0,25 / 87 427 614 0,25 / 87 427 621 0,50 / 87 427 623 0,50 /

87 427 624 0,50 / 87 427 631 0,75 / 87 427 633 0,75 / 87 427 634 0,75 / 87 427 641 1,00 / 87 427 643 1,00 / 87 427 644 1,00

87 429 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00



50 009 109

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed

92

97



OM 340

919-005

D AN 4 3780 cm³ 2V 29 kW 39 PS € 17:1 128



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 /

78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A

78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 256 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W

87 256 695 SEMI, 11.1979→

87 355 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

cont...



87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 427 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
	87 427 604 STD / 87 427 611 0,25 / 87 427 613 0,25 / 87 427 614 0,25 / 87 427 621 0,50 / 87 427 623 0,50 / 87 427 624 0,50 / 87 427 631 0,75 / 87 427 633 0,75 / 87 427 634 0,75 / 87 427 641 1,00 / 87 427 643 1,00 / 87 427 644 1,00
87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
	87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed

93

97

OM 340

930, 932

D AN 4 3780 cm³ 2V 62-63 kW 85-86 PS € 17:1 128



90 274 800	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
	90 274 830 97,50 / 90 274 840 98,00
	RTK, URK
	T6 3 CR G6
	M 3
	M 3
	DSF 5,5 CR
	S 5,5
	→ 80 00109 1 0 ... , 80 00109 2 0 ...

93 712 600	Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4
	RTK
	T6 3 CR G6
	M 3
	M 3
	S 5,5
	→ 80 00108 1 0 ...

93 794 700	Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5
	93 794 710 98,00
	RTK, URK
	T6 3 CR G6
	M 3
	M 3
	DSF 5,5 CR
	S 5,5
	→ 80 00109 1 0 ... , 80 00109 2 0 ...

93 882 600	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
	93 882 630 97,50 / 93 882 640 98,00
	RTK
	T6 3 CR G6
	M 3
	M 3
	DSF 5,5 CR
	→ 80 00108 1 0 ...
	4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]
	80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00
80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
	80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
	80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980	Piston: 90274800; Cylinder liner: 89178190
90 274 981	Piston: 90274800; Cylinder liner: 89069190
90 274 982	Piston: 90274800; Cylinder liner: 89177190
93 882 960	Piston: 93882600; Cylinder liner: 89178190
93 882 961	Piston: 93882600; Cylinder liner: 89069190
93 882 962	Piston: 93882600; Cylinder liner: 89177190



89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
	78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
	78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
	78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
	78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

cont..



78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.		
87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI, 11.1979→		
87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B		
87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
87 427 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 427 604 STD / 87 427 611 0,25 / 87 427 613 0,25 / 87 427 614 0,25 / 87 427 621 0,50 / 87 427 623 0,50 / 87 427 624 0,50 / 87 427 631 0,75 / 87 427 633 0,75 / 87 427 634 0,75 / 87 427 641 1,00 / 87 427 643 1,00 / 87 427 644 1,00		
87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00		
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed		
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	81-1658	EX; 15/ x 10 x 73 G1
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1610	EX; 15/ x 9 x 73 G1
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1670	EX; 15.028/ x 10 x 67 G1
1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1676	EX; 15.035/ x 10 x 67 G1
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1694	EX; 15.1/ x 10 x 73 G1
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1659	EX; 15.2/ x 10 x 73 G1
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1630	EX; 15.2/ x 9 x 73 G1
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1672	EX; 15.228/ x 10 x 67 G1
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1677	EX; 15.235/ x 10 x 67 G1
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1673	EX; 15.528/ x 10 x 67 G1
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1695	EX; 15.546/ x 10 x 73 G1
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1609	IN; 15/ x 9 x 78 G1
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1666	IN; 15.028/ x 9 x 72 G1
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°	81-1674	IN; 15.035/ x 9 x 72 G1
		81-1627	IN; 15.1/ x 9 x 78 G1
		81-1628	IN; 15.2/ x 9 x 78 G1
		81-1668	IN; 15.228/ x 9 x 72 G1
		81-1675	IN; 15.235/ x 9 x 72 G1
		81-1669	IN; 15.528/ x 9 x 72 G1

50 006 369	CAM
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94	97
OM 341	900
	D AN 6 5675 cm³ 2V 74 kW 100 PS € 17:1 128

78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed

cont...





	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°

95		97
	OM 341	900-001, 900-040, 900-041
		D AN 6 5675 cm ³ 2V 74-93 kW 100-126 PS € 17:1 128
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed

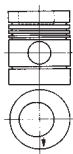
M	96		97
	OM 341	900-002, 900-004, 900-005, 900-006, 900-007, 900-008, 900-009, 900-010, 900-011, 900-012, 900-013, 900-014, 900-015, 900-016, 900-017, 900-018, 900-019, 900-020, 900-021, 900-023, 900-026, 900-027, 900-028, 900-029, 900-031, 900-037, 900-038, 900-039, 900-042, 900-043	
		D AN 6 5675 cm ³ 2V 46-105 kW 63-144 PS € 17:1 128	
	OM 344	919-001, 919-002, 919-003, 919-004, 919-005, 919-006, 919-007, 919-008, 919-009, 919-010, 919-011, 919-012, 919-013, 919-014, 919-015, 919-016, 919-018, 919-019, 919-020, 919-021, 919-022, 919-023, 919-024, 919-025, 919-026, 919-027, 919-028, 919-029, 919-030, 919-031, 919-032, 919-033, 919-034, 919-035, 919-036, 919-038, 919-039, 919-044, 919-047, 919-048, 919-050, 919-054, 919-055, 919-057, 919-058, 919-061, 919-067	
		D AN 6 5675 cm ³ 2V 50-114 kW 68-155 PS € 17:1 128	
	OM 344	919-017, 919-037, 919-040, 919-041, 919-042, 919-045, 919-046, 919-049, 919-051, 919-052, 919-053, 919-056, 919-059, 919-060, 919-062, 919-065, 919-066, 919-068, 919-069	
		D A 6 5675 cm ³ 2V 85-127 kW 115-172 PS € 16:1 128	

	90 274 800	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
	93 712 600	Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...

cont...



93 794 700



Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5

93 794 710 98,00

RTK, URK

T6 3 CR G6

M 3

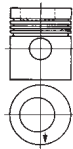
M 3

DSF 5,5 CR

S 5,5

→ 80 00109 1 0 ..., 80 00109 2 0 ...

93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4

93 882 630 97,50 / 93 882 640 98,00

RTK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

→ 80 00108 1 0 ...

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A

78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 426 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 /

87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 109

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed

97

97




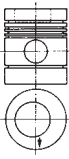
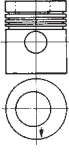
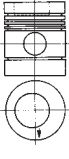
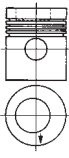




OM 341

910 - 912, 915 (AMS), 919, 931 - 932, 935 - 936, 946, 949

D AN 6 5675 cm³ 2V 74-96 kW 100-130 PS € 17:1 128

M



	90 274 800	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
	93 712 600	Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...
	93 794 700	Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5 93 794 710 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
	93 882 600	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4 93 882 630 97,50 / 93 882 640 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR → 80 00108 1 0 ... 4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used
	80 00108 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00
	80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
	80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
	90 274 980	Piston: 90274800; Cylinder liner: 89178190
	90 274 981	Piston: 90274800; Cylinder liner: 89069190
	90 274 982	Piston: 90274800; Cylinder liner: 89177190
	93 882 960	Piston: 93882600; Cylinder liner: 89178190
	93 882 961	Piston: 93882600; Cylinder liner: 89069190
	93 882 962	Piston: 93882600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00

cont...



TRW
EngineComponents



MERCEDES-BENZ

87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
81-1658	EX; 15/ x 10 x 73 G1
81-1610	EX; 15/ x 9 x 73 G1
81-1676	EX; 15.035/ x 10 x 67 G1
81-1694	EX; 15.1/ x 10 x 73 G1
81-1659	EX; 15.2/ x 10 x 73 G1
81-1630	EX; 15.2/ x 9 x 73 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1695	EX; 15.546/ x 10 x 73 G1
81-1609	IN; 15/ x 9 x 78 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1627	IN; 15.1/ x 9 x 78 G1
81-1628	IN; 15.2/ x 9 x 78 G1
81-1675	IN; 15.235/ x 9 x 72 G1

98	97
OM 341	913
	09.1973 → D A 6 5675 cm³ 2V 118 kW 160 PS €17:1 128

90 276 700	Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 276 710 97,50 / 90 276 720 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
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92 581 600	Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 92 581 610 97,50 / 92 581 620 98,00 RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR → 80 00191 1 1 ... 3-ring piston
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80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
80 00191 1 1 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00
80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00

90 276 970	Piston: 90276700; Cylinder liner: 89178190
90 276 971	Piston: 90276700; Cylinder liner: 89069190
90 276 972	Piston: 90276700; Cylinder liner: 89177190
92 581 960	Piston: 92581600; Cylinder liner: 89178190
92 581 961	Piston: 92581600; Cylinder liner: 89069190
92 581 962	Piston: 92581600; Cylinder liner: 89177190

89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.

78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00 , Upper half without groove, For supercharged engines.
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25 , For Compressor with Piston Ø 77 mm.
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD

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TRW
EngineComponents




PIERBURG

MERCEDES-BENZ





87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50

 50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed

 16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	 81-1658	EX; 15/ x 10 x 73 G1
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1610	EX; 15/ x 9 x 73 G1
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1676	EX; 15.035/ x 10 x 67 G1
1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1694	EX; 15.1/ x 10 x 73 G1
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1659	EX; 15.2/ x 10 x 73 G1
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1630	EX; 15.2/ x 9 x 73 G1
 50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1677	EX; 15.235/ x 10 x 67 G1
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1695	EX; 15.546/ x 10 x 73 G1
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1609	IN; 15/ x 9 x 78 G1
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1674	IN; 15.035/ x 9 x 72 G1
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°	81-1627	IN; 15.1/ x 9 x 78 G1
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1628	IN; 15.2/ x 9 x 78 G1
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1675	IN; 15.235/ x 9 x 72 G1
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°		
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°		

99	 97								
 OM 341	918 (AMS)								
 U 426, U 90		D	AN 6	5675 cm ³	2V	66 kW	90 PS	£ 17:1	128

M

 90 274 800	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
 93 712 600	Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...
 93 794 700	Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5 93 794 710 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
 93 882 600	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4 93 882 630 97,50 / 93 882 640 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR → 80 00108 1 0 ... 4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used

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TRW
EngineComponents














MERCEDES-BENZ

	80 00108 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00	
	80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00	
	80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00	
	90 274 980	Piston: 90274800; Cylinder liner: 89178190	
	90 274 981	Piston: 90274800; Cylinder liner: 89069190	
	90 274 982	Piston: 90274800; Cylinder liner: 89177190	
	93 882 960	Piston: 93882600; Cylinder liner: 89178190	
	93 882 961	Piston: 93882600; Cylinder liner: 89069190	
	93 882 962	Piston: 93882600; Cylinder liner: 89177190	
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2	
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.	
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.	
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50	
	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00	
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00 , Upper half without groove, For supercharged engines.	
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.	
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25 , For Compressor with Piston Ø 77 mm.	
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD	
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B	
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm	
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm	
	87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00	
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50	
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed	
	50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed	
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	81-1658 EX; 15/ x 10 x 73 G1
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1610 EX; 15/ x 9 x 73 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1676 EX; 15.035/ x 10 x 67 G1
	1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1694 EX; 15.1/ x 10 x 73 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1659 EX; 15.2/ x 10 x 73 G1
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1630 EX; 15.2/ x 9 x 73 G1
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1677 EX; 15.235/ x 10 x 67 G1
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1695 EX; 15.546/ x 10 x 73 G1
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1609 IN; 15/ x 9 x 78 G1
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°	81-1674 IN; 15.035/ x 9 x 72 G1
			81-1627 IN; 15.1/ x 9 x 78 G1
			81-1628 IN; 15.2/ x 9 x 78 G1
			81-1675 IN; 15.235/ x 9 x 72 G1

	50 005 843		
100		97	
	OM 341	933	
		09.1973 →	D A 6 5675 cm ³ 2V 96 kW 130 PS £17:1 128



	90 276 700	Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 276 710 97,50 / 90 276 720 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
 	92 581 600	Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 92 581 610 97,50 / 92 581 620 98,00 RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR → 80 00191 1 1 ... 3-ring piston
	80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
	80 00191 1 1 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00
	80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
	90 276 970	Piston: 90276700; Cylinder liner: 89178190
	90 276 971	Piston: 90276700; Cylinder liner: 89069190
	90 276 972	Piston: 90276700; Cylinder liner: 89177190
	92 581 960	Piston: 92581600; Cylinder liner: 89178190
	92 581 961	Piston: 92581600; Cylinder liner: 89069190
	92 581 962	Piston: 92581600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
M	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
	81-1658	EX; 15/ x 10 x 73 G1
	81-1610	EX; 15/ x 9 x 73 G1
	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1694	EX; 15.1/ x 10 x 73 G1
	81-1659	EX; 15.2/ x 10 x 73 G1
	81-1630	EX; 15.2/ x 9 x 73 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1695	EX; 15.546/ x 10 x 73 G1
	81-1609	IN; 15/ x 9 x 78 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1627	IN; 15.1/ x 9 x 78 G1

cont...



92-16115 IN; 46.37 x 37 x 8.2; G1; 45°

81-1628 IN; 15.2/ x 9 x 78 G1

81-1675 IN; 15.235/ x 9 x 72 G1

101 97



OM 341

934

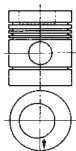
D AN 6 5675 cm³ 2V 62 kW 84 PS ξ 17:1 \bar{H} 128



U 406



90 274 800



Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5

90 274 830 97,50 / 90 274 840 98,00

RTK, URK

T6 3 CR G6

M 3

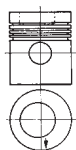
M 3

DSF 5,5 CR

S 5,5

→ 80 00109 1 0 ..., 80 00109 2 0 ...

93 712 600



Cyl. \varnothing : 97; KH: 64.3; MT: -20; M \varnothing : 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4

RTK

T6 3 CR G6

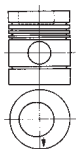
M 3

M 3

S 5,5

→ 80 00108 1 0 ...

93 794 700



Cyl. \varnothing : 97.5; KH: 65; MT: -20; M \varnothing : 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5

93 794 710 98,00

RTK, URK

T6 3 CR G6

M 3

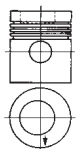
M 3

DSF 5,5 CR

S 5,5

→ 80 00109 1 0 ..., 80 00109 2 0 ...

93 882 600



Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4

93 882 630 97,50 / 93 882 640 98,00

RTK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

→ 80 00108 1 0 ...

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. \varnothing : 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. \varnothing : 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. \varnothing : 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600

PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 /

78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.

78 756 604

PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A

78 756 614 0,25, For Compressor with Piston \varnothing 77 mm.

cont...

M



TRW
EngineComponents



MERCEDES-BENZ

	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
	81-1658	EX; 15/ x 10 x 73 G1
	81-1610	EX; 15/ x 9 x 73 G1
	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1694	EX; 15.1/ x 10 x 73 G1
	81-1659	EX; 15.2/ x 10 x 73 G1
	81-1630	EX; 15.2/ x 9 x 73 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1695	EX; 15.546/ x 10 x 73 G1
	81-1609	IN; 15/ x 9 x 78 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1627	IN; 15.1/ x 9 x 78 G1
	81-1628	IN; 15.2/ x 9 x 78 G1
	81-1675	IN; 15.235/ x 9 x 72 G1






50 005 843

102		97
	OM 341	937, 947
		06.1973 →
		D A 6 5675 cm³ 2V 96 kW 130 PS £ 17:1 H 128




	90 276 700	Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 276 710 97,50 / 90 276 720 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
	92 581 600	Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 92 581 610 97,50 / 92 581 620 98,00 RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR → 80 00191 1 1 ... 3-ring piston
	80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
	80 00191 1 1 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00
	80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
	90 276 970	Piston: 90276700; Cylinder liner: 89178190
	90 276 971	Piston: 90276700; Cylinder liner: 89069190
	90 276 972	Piston: 90276700; Cylinder liner: 89177190
	92 581 960	Piston: 92581600; Cylinder liner: 89178190
	92 581 961	Piston: 92581600; Cylinder liner: 89069190
	92 581 962	Piston: 92581600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.


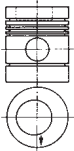
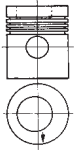
cont...



	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16153	IN; 43.87 x 34.5 x 7.8; G1; 30°
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	92-16116	IN; 44.17 x 34.5 x 7.8; G1; 30°
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
	81-1658	EX; 15/ x 10 x 73 G1
	81-1610	EX; 15/ x 9 x 73 G1
	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1694	EX; 15.1/ x 10 x 73 G1
	81-1659	EX; 15.2/ x 10 x 73 G1
	81-1630	EX; 15.2/ x 9 x 73 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1695	EX; 15.546/ x 10 x 73 G1
	81-1609	IN; 15/ x 9 x 78 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1627	IN; 15.1/ x 9 x 78 G1
	81-1628	IN; 15.2/ x 9 x 78 G1
	81-1675	IN; 15.235/ x 9 x 72 G1

 **50 005 836**

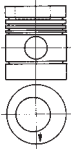
103		97
	OM 341	938, 941
		05.1969 →
	U 90	
		D AN 6 5675 cm³ 2V 66-96 kW 90-130 PS €17:1 128

	90 274 800	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
	93 712 600	Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...
		

cont...



93 794 700



Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5

93 794 710 98,00

RTK, URK

T6 3 CR G6

M 3

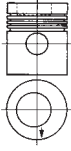
M 3

DSF 5,5 CR

S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4

93 882 630 97,50 / 93 882 640 98,00

RTK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

→ **80 00108 1 0 ...**

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A

78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 426 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 /

87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 109

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

1638

EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16112

IN; 45.08 x 37 x 8.3; G1; 45°



81-1658

EX; 15/ x 10 x 73 G1

81-1610

EX; 15/ x 9 x 73 G1

81-1676

EX; 15.035/ x 10 x 67 G1

81-1694

EX; 15.1/ x 10 x 73 G1

81-1659

EX; 15.2/ x 10 x 73 G1

81-1630

EX; 15.2/ x 9 x 73 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1695

EX; 15.546/ x 10 x 73 G1

81-1609

IN; 15/ x 9 x 78 G1

81-1674

IN; 15.035/ x 9 x 72 G1

cont...



TRW
EngineComponents



MERCEDES-BENZ

50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1627	IN; 15.1/ x 9 x 78 G1
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1628	IN; 15.2/ x 9 x 78 G1
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°	81-1675	IN; 15.235/ x 9 x 72 G1

50 005 843

104

97



OM 341

939

D A 6 5675 cm³ 2V 96 kW 130 PS ϵ 17:1 128



90 276 700

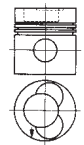


Cyl. \varnothing : 97; KH: 65.2; VT1: -2.4; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 276 710 97,50 / **90 276 720** 98,00

RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

92 581 600



Cyl. \varnothing : 97; KH: 65.2; VT1: -2.2; MT: -20; M \varnothing : 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3
92 581 610 97,50 / **92 581 620** 98,00

RTK
T6 2,5 MO G6
M 2,5 MO
DSF 4 CR

→ **80 00191 1 1 ...**
3-ring piston



80 00109 1 0 000

Cyl. \varnothing : 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / **80 00109 1 0 050** 97,50 / **80 00109 1 0 100** 98,00

80 00191 1 1 000

Cyl. \varnothing : 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4]
80 00191 1 1 050 97,50 / **80 00191 1 1 100** 98,00

80 00109 2 0 000

Cyl. \varnothing : 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / **80 00109 2 0 050** 97,50 / **80 00109 2 0 075** 97,75 / **80 00109 2 0 100** 98,00



90 276 970

Piston: 90276700; Cylinder liner: 89178190

90 276 971

Piston: 90276700; Cylinder liner: 89069190

90 276 972

Piston: 90276700; Cylinder liner: 89177190

92 581 960

Piston: 92581600; Cylinder liner: 89178190

92 581 961

Piston: 92581600; Cylinder liner: 89069190

92 581 962

Piston: 92581600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 673 600

PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / **78 673 620** 0,50 / **78 673 630** 0,75 / **78 673 640** 1,00

78 674 601

PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / **78 674 611** 0,25 / **78 674 614** 0,25 / **78 674 621** 0,50 / **78 674 624** 0,50 / **78 674 631** 0,75 / **78 674 634** 0,75 / **78 674 641** 1,00 / **78 674 644** 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston \varnothing 94 mm.

78 756 604

PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A
78 756 614 0,25, For Compressor with Piston \varnothing 77 mm.

87 245 690

SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W
87 245 695 SEMI / **87 245 600** STD

87 354 693

SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 426 601

SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
87 426 604 STD / **87 426 611** 0,25 / **87 426 613** 0,25 / **87 426 614** 0,25 / **87 426 621** 0,50 / **87 426 623** 0,50 / **87 426 624** 0,50 / **87 426 631** 0,75 / **87 426 633** 0,75 / **87 426 634** 0,75 / **87 426 641** 1,00 / **87 426 643** 1,00 / **87 426 644** 1,00

87 428 600

SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 428 610 0,25 / **87 428 620** 0,50 / **87 428 630** 0,75 / **87 428 640** 1,00 / **87 428 660** 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 109

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III



81-1658

EX; 15/ x 10 x 73 G1

81-1610

EX; 15/ x 9 x 73 G1

81-1676

EX; 15.035/ x 10 x 67 G1


cont...











TRW
EngineComponents







MERCEDES-BENZ

1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1694	EX; 15.1/ x 10 x 73 G1
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1659	EX; 15.2/ x 10 x 73 G1
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1630	EX; 15.2/ x 9 x 73 G1
 50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1677	EX; 15.235/ x 10 x 67 G1
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1695	EX; 15.546/ x 10 x 73 G1
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1609	IN; 15/ x 9 x 78 G1
92-16153	IN; 43.87 x 34.5 x 7.8; G1; 30°	81-1674	IN; 15.035/ x 9 x 72 G1
92-16116	IN; 44.17 x 34.5 x 7.8; G1; 30°	81-1627	IN; 15.1/ x 9 x 78 G1
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1628	IN; 15.2/ x 9 x 78 G1
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1675	IN; 15.235/ x 9 x 72 G1
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°		

105  **97**
 **OM 341** **943**
 06.1973 → D A 6 5675 cm³ 2V 115 kW 160 PS £ 17:1  128

 90 276 700	Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 276 710 97,50 / 90 276 720 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
 	
92 581 600	Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 92 581 610 97,50 / 92 581 620 98,00 RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR → 80 00191 1 1 ... 3-ring piston
 	

 80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
80 00191 1 1 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00
80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
 90 276 970	Piston: 90276700; Cylinder liner: 89178190
90 276 971	Piston: 90276700; Cylinder liner: 89069190
90 276 972	Piston: 90276700; Cylinder liner: 89177190
92 581 960	Piston: 92581600; Cylinder liner: 89178190
92 581 961	Piston: 92581600; Cylinder liner: 89069190
92 581 962	Piston: 92581600; Cylinder liner: 89177190
 89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
 78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00

cont...



TRW
EngineComponents



MERCEDES-BENZ

87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108 50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
16122 1604 16106 1638 16109 16136	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
81-1658 81-1610 81-1676 81-1694 81-1659 81-1630 81-1677 81-1695 81-1609 81-1674 81-1627 81-1628 81-1675	EX; 15/ x 10 x 73 G1 EX; 15/ x 9 x 73 G1 EX; 15.035/ x 10 x 67 G1 EX; 15.1/ x 10 x 73 G1 EX; 15.2/ x 10 x 73 G1 EX; 15.2/ x 9 x 73 G1 EX; 15.235/ x 10 x 67 G1 EX; 15.546/ x 10 x 73 G1 IN; 15/ x 9 x 78 G1 IN; 15.035/ x 9 x 72 G1 IN; 15.1/ x 9 x 78 G1 IN; 15.2/ x 9 x 78 G1 IN; 15.235/ x 9 x 72 G1
50 004 886 92-16108 50 004 889 92-16131 92-16153 50 004 877 92-16116 92-16112 50 004 885 92-16114 92-16115	EX; 38.07 x 28 x 8.5; ST; 45° EX; 38.08 x 28 x 8.5; G1; 45° EX; 38.08 x 30 x 7.9; ST; 45° EX; 38.38 x 30 x 8.5; G1; 45° IN; 43.87 x 34.5 x 7.8; G1; 30° IN; 43.87 x 34.5 x 7.8; ST; 30° IN; 44.17 x 34.5 x 7.8; G1; 30° IN; 45.08 x 37 x 8.3; G1; 45° IN; 45.08 x 37 x 8.3; ST; 45° IN; 45.87 x 37 x 8.2; G1; 45° IN; 46.37 x 37 x 8.2; G1; 45°

106 **97**
OM 341 **948**
D AN 6 5675 cm³ 2V 96 kW 130 PS £17:1 128

90 274 800	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
93 712 600	Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...
93 794 700	Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5 93 794 710 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
93 882 600	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4 93 882 630 97,50 / 93 882 640 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR → 80 00108 1 0 ... 4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used
80 00108 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00
80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
90 274 980 90 274 981	Piston: 90274800; Cylinder liner: 89178190 Piston: 90274800; Cylinder liner: 89069190

cont...











TRW
EngineComponents



MERCEDES-BENZ

90 274 982	Piston: 90274800; Cylinder liner: 89177190
93 882 960	Piston: 93882600; Cylinder liner: 89178190
93 882 961	Piston: 93882600; Cylinder liner: 89069190
93 882 962	Piston: 93882600; Cylinder liner: 89177190
 89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
 78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 673 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
78 674 601	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.
78 756 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston \varnothing 77 mm.
87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 426 601	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
 50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
 16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
 50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
 81-1658	EX; 15/ x 10 x 73 G1
81-1610	EX; 15/ x 9 x 73 G1
81-1676	EX; 15.035/ x 10 x 67 G1
81-1694	EX; 15.1/ x 10 x 73 G1
81-1659	EX; 15.2/ x 10 x 73 G1
81-1630	EX; 15.2/ x 9 x 73 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1695	EX; 15.546/ x 10 x 73 G1
81-1609	IN; 15/ x 9 x 78 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1627	IN; 15.1/ x 9 x 78 G1
81-1628	IN; 15.2/ x 9 x 78 G1
81-1675	IN; 15.235/ x 9 x 72 G1

M

107

97



OM 341

950

D A 6 5675 cm³ 2V 96 kW 130 PS € 17:1 128



90 276 700

Cyl. \varnothing : 97; KH: 65.2; VT1: -2.4; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 276 710 97,50 / **90 276 720** 98,00

RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

92 581 600



Cyl. \varnothing : 97; KH: 65.2; VT1: -2.2; MT: -20; M \varnothing : 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3
92 581 610 97,50 / **92 581 620** 98,00

RTK
T6 2,5 MO G6
M 2,5 MO
DSF 4 CR

→ **80 00191 1 1 ...**
3-ring piston

cont...



TRW
EngineComponents



MERCEDES-BENZ

	80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
	80 00191 1 1 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00
	80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
	90 276 970	Piston: 90276700; Cylinder liner: 89178190
	90 276 971	Piston: 90276700; Cylinder liner: 89069190
	90 276 972	Piston: 90276700; Cylinder liner: 89177190
	92 581 960	Piston: 92581600; Cylinder liner: 89178190
	92 581 961	Piston: 92581600; Cylinder liner: 89069190
	92 581 962	Piston: 92581600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00 , Upper half without groove, For supercharged engines.
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25 , For Compressor with Piston Ø 77 mm.
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
	81-1658	EX; 15/ x 10 x 73 G1
	81-1610	EX; 15/ x 9 x 73 G1
	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1694	EX; 15.1/ x 10 x 73 G1
	81-1659	EX; 15.2/ x 10 x 73 G1
	81-1630	EX; 15.2/ x 9 x 73 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1695	EX; 15.546/ x 10 x 73 G1
	81-1609	IN; 15/ x 9 x 78 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1627	IN; 15.1/ x 9 x 78 G1
	81-1628	IN; 15.2/ x 9 x 78 G1
	81-1675	IN; 15.235/ x 9 x 72 G1

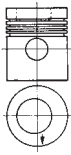
M

108		97	OM 343	910, 932	D	AN 4	3780 cm ³	2V	62-63 kW	85 PS	£ 17:1	128
	90 274 800		Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00									
			RTK, URK									
			T6 3 CR G6									
			M 3									
			M 3									
			DSF 5,5 CR									
			S 5,5									
			→ 80 00109 1 0 ... , 80 00109 2 0 ...									

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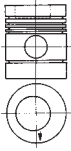


93 712 600



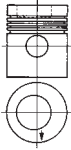
Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4
RTK
T6 3 CR G6
M 3
M 3
S 5,5
→ **80 00108 1 0 ...**

93 794 700



Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5
93 794 710 98,00
RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5
→ **80 00109 1 0 ..., 80 00109 2 0 ...**

93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / 93 882 640 98,00
RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
→ **80 00108 1 0 ...**

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]
80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190

M



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A
78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 256 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W
87 256 695 SEMI, 11.1979→

87 355 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 427 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
87 427 604 STD / 87 427 611 0,25 / 87 427 613 0,25 / 87 427 614 0,25 / 87 427 621 0,50 / 87 427 623 0,50 / 87 427 624 0,50 / 87 427 631 0,75 / 87 427 633 0,75 / 87 427 634 0,75 / 87 427 641 1,00 / 87 427 643 1,00 / 87 427 644 1,00

87 429 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00



50 009 109

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

1638

EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III



81-1658

EX; 15/ x 10 x 73 G1

81-1610

EX; 15/ x 9 x 73 G1

81-1670


EX; 15.028/ x 10 x 67 G1

81-1676


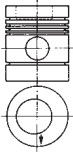
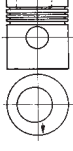
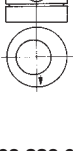



EX; 15.035/ x 10 x 67 G1

cont...



16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1694	EX; 15.1/ x 10 x 73 G1
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1659	EX; 15.2/ x 10 x 73 G1
 50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1630	EX; 15.2/ x 9 x 73 G1
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1672	EX; 15.228/ x 10 x 67 G1
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1677	EX; 15.235/ x 10 x 67 G1
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1673	EX; 15.528/ x 10 x 67 G1
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1695	EX; 15.546/ x 10 x 73 G1
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1609	IN; 15/ x 9 x 78 G1
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1666	IN; 15.028/ x 9 x 72 G1
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°	81-1674	IN; 15.035/ x 9 x 72 G1
		81-1627	IN; 15.1/ x 9 x 78 G1
		81-1628	IN; 15.2/ x 9 x 78 G1
		81-1668	IN; 15.228/ x 9 x 72 G1
		81-1675	IN; 15.235/ x 9 x 72 G1
		81-1669	IN; 15.528/ x 9 x 72 G1

109		97	
	OM 343	934	
			D AN 4 3780 cm ³ 2V 63 kW 85 PS €17:1  128

 90 274 800	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
 93 712 600	Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...
 93 794 700	Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5 93 794 710 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
 93 882 600	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4 93 882 630 97,50 / 93 882 640 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR → 80 00108 1 0 ... 4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used
 80 00108 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00
80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
 90 274 980	Piston: 90274800; Cylinder liner: 89178190
90 274 981	Piston: 90274800; Cylinder liner: 89069190
90 274 982	Piston: 90274800; Cylinder liner: 89177190
93 882 960	Piston: 93882600; Cylinder liner: 89178190
93 882 961	Piston: 93882600; Cylinder liner: 89069190
93 882 962	Piston: 93882600; Cylinder liner: 89177190
 89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

cont...






M



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
 78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI, 11.1979→
87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 427 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 427 604 STD / 87 427 611 0,25 / 87 427 613 0,25 / 87 427 614 0,25 / 87 427 621 0,50 / 87 427 623 0,50 / 87 427 624 0,50 / 87 427 631 0,75 / 87 427 633 0,75 / 87 427 634 0,75 / 87 427 641 1,00 / 87 427 643 1,00 / 87 427 644 1,00
87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00
 50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
 16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
 50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
 81-1658	EX; 15/ x 10 x 73 G1
81-1610	EX; 15/ x 9 x 73 G1
81-1670	EX; 15.028/ x 10 x 67 G1
81-1676	EX; 15.035/ x 10 x 67 G1
81-1694	EX; 15.1/ x 10 x 73 G1
81-1659	EX; 15.2/ x 10 x 73 G1
81-1630	EX; 15.2/ x 9 x 73 G1
81-1672	EX; 15.228/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1673	EX; 15.528/ x 10 x 67 G1
81-1695	EX; 15.546/ x 10 x 73 G1
81-1609	IN; 15/ x 9 x 78 G1
81-1666	IN; 15.028/ x 9 x 72 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1627	IN; 15.1/ x 9 x 78 G1
81-1628	IN; 15.2/ x 9 x 78 G1
81-1668	IN; 15.228/ x 9 x 72 G1
81-1675	IN; 15.235/ x 9 x 72 G1
81-1669	IN; 15.528/ x 9 x 72 G1

 **50 006 369** CAM

110

 **97**



OM 344

905, 946, 963, 991, 997

D AN 6 5675 cm³ 2V 96 kW 130 PS £ 17:1 128

OM 344

940 - 941

D A 6 5675 cm³ 2V 96 kW 130 PS £ 16:1 128



90 274 800

Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5

90 274 830 97,50 / **90 274 840** 98,00

RTK, URK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

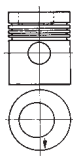
S 5,5

→ **80 00109 1 0** ..., **80 00109 2 0** ...

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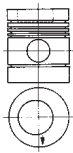


93 712 600



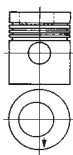
Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4
RTK
T6 3 CR G6
M 3
M 3
S 5,5
→ 80 00108 1 0 ...

93 794 700



Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5
93 794 710 98,00
RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5
→ 80 00109 1 0 ..., 80 00109 2 0 ...

93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / 93 882 640 98,00
RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
→ 80 00108 1 0 ...
4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]
80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 /
78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A
78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 /
60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W
87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 426 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 /
87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 109

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

1638

EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III



81-1658

EX; 15/ x 10 x 73 G1

81-1610

EX; 15/ x 9 x 73 G1

81-1670


EX; 15.028/ x 10 x 67 G1


81-1676

EX; 15.035/ x 10 x 67 G1


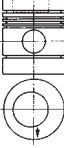

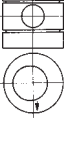



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16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1694	EX; 15.1/ x 10 x 73 G1
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1659	EX; 15.2/ x 10 x 73 G1
 50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1630	EX; 15.2/ x 9 x 73 G1
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1672	EX; 15.228/ x 10 x 67 G1
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1677	EX; 15.235/ x 10 x 67 G1
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1673	EX; 15.528/ x 10 x 67 G1
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1695	EX; 15.546/ x 10 x 73 G1
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1609	IN; 15/ x 9 x 78 G1
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1666	IN; 15.028/ x 9 x 72 G1
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°	81-1674	IN; 15.035/ x 9 x 72 G1
		81-1627	IN; 15.1/ x 9 x 78 G1
		81-1628	IN; 15.2/ x 9 x 78 G1
		81-1668	IN; 15.228/ x 9 x 72 G1
		81-1675	IN; 15.235/ x 9 x 72 G1
		81-1669	IN; 15.528/ x 9 x 72 G1

111  **97**
OM 344 **912**
D AN 6 5675 cm³ 2V 96 kW 130 PS ϵ 17:1  128

M

 90 274 800	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
 93 712 600	Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...
 93 794 700	Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5 93 794 710 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
 93 882 600	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4 93 882 630 97,50 / 93 882 640 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR → 80 00108 1 0 ... 4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used
 80 00108 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00
80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
 90 274 980	Piston: 90274800; Cylinder liner: 89178190
90 274 981	Piston: 90274800; Cylinder liner: 89069190
90 274 982	Piston: 90274800; Cylinder liner: 89177190
93 882 960	Piston: 93882600; Cylinder liner: 89178190
93 882 961	Piston: 93882600; Cylinder liner: 89069190
93 882 962	Piston: 93882600; Cylinder liner: 89177190
 89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.






cont...



TRW
EngineComponents









MERCEDES-BENZ

89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.	
 78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50	
78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00	
78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.	
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.	
78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.	
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD	
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B	
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm	
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm	
87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00	
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50	
 50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed	
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed	
 16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	 81-1658 EX; 15/ x 10 x 73 G1
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1610 EX; 15/ x 9 x 73 G1
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1670 EX; 15.028/ x 10 x 67 G1
1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1676 EX; 15.035/ x 10 x 67 G1
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1694 EX; 15.1/ x 10 x 73 G1
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1659 EX; 15.2/ x 10 x 73 G1
 50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1630 EX; 15.2/ x 9 x 73 G1
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1672 EX; 15.228/ x 10 x 67 G1
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1677 EX; 15.235/ x 10 x 67 G1
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1673 EX; 15.528/ x 10 x 67 G1
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1695 EX; 15.546/ x 10 x 73 G1
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1609 IN; 15/ x 9 x 78 G1
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1666 IN; 15.028/ x 9 x 72 G1
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°	81-1674 IN; 15.035/ x 9 x 72 G1
		81-1627 IN; 15.1/ x 9 x 78 G1
		81-1628 IN; 15.2/ x 9 x 78 G1
		81-1668 IN; 15.228/ x 9 x 72 G1
		81-1675 IN; 15.235/ x 9 x 72 G1
		81-1669 IN; 15.528/ x 9 x 72 G1

M

 **50 005 836**

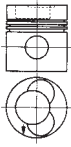
112	 97
 OM 344	913
	09.1973 →
	D A 6 5675 cm³ 2V 115 kW 156 PS  128

 90 276 700	Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 276 710 97,50 / 90 276 720 98,00
	RTK
	T6 3 CR G6
	M 3
	M 3
	DSF 5,5 CR
	S 5,5
	→ 80 00109 1 0 ... , 80 00109 2 0 ...

cont...



92 581 600

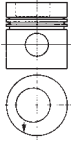


Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3
92 581 610 97,50 / **92 581 620** 98,00

RTK
T6 2,5 MO G6
M 2,5 MO
DSF 4 CR

→ **80 00191 1 1 ...**
3-ring piston

93 750 600



Cyl. Ø: 97; KH: 65.2; MT: -21.5; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3
93 750 610 97,50 / **93 750 620** 98,00

RTK
T6 2,5 MO G6
M 2,5 MO
DSF 4 CR

→ **80 00191 1 1 ...**



80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / **80 00109 1 0 050** 97,50 / **80 00109 1 0 100** 98,00

80 00191 1 1 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4]
80 00191 1 1 050 97,50 / **80 00191 1 1 100** 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / **80 00109 2 0 050** 97,50 / **80 00109 2 0 075** 97,75 / **80 00109 2 0 100** 98,00



90 276 970

Piston: 90276700; Cylinder liner: 89178190

90 276 971

Piston: 90276700; Cylinder liner: 89069190

90 276 972

Piston: 90276700; Cylinder liner: 89177190

92 581 960

Piston: 92581600; Cylinder liner: 89178190

92 581 961

Piston: 92581600; Cylinder liner: 89069190

92 581 962

Piston: 92581600; Cylinder liner: 89177190

93 750 960

Piston: 93750600; Cylinder liner: 89178190

93 750 961

Piston: 93750600; Cylinder liner: 89069190

93 750 962

Piston: 93750600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.

M



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / **78 673 620** 0,50 / **78 673 630** 0,75 / **78 673 640** 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / **78 674 611** 0,25 / **78 674 614** 0,25 / **78 674 621** 0,50 / **78 674 624** 0,50 / **78 674 631** 0,75 / **78 674 634** 0,75 / **78 674 641** 1,00 / **78 674 644** 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A
78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W
87 245 695 SEMI / **87 245 600** STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 426 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
87 426 604 STD / **87 426 611** 0,25 / **87 426 613** 0,25 / **87 426 614** 0,25 / **87 426 621** 0,50 / **87 426 623** 0,50 / **87 426 624** 0,50 / **87 426 631** 0,75 / **87 426 633** 0,75 / **87 426 634** 0,75 / **87 426 641** 1,00 / **87 426 643** 1,00 / **87 426 644** 1,00

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 428 610 0,25 / **87 428 620** 0,50 / **87 428 630** 0,75 / **87 428 640** 1,00 / **87 428 660** 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 109

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°



81-1658

EX; 15/ x 10 x 73 G1

81-1676

EX; 15.035/ x 10 x 67 G1

81-1694

EX; 15.1/ x 10 x 73 G1

81-1659

EX; 15.2/ x 10 x 73 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1695

EX; 15.546/ x 10 x 73 G1

81-1609

IN; 15/ x 9 x 78 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1627

IN; 15.1/ x 9 x 78 G1

cont...



92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°

81-1628	IN; 15.2/ x 9 x 78 G1
81-1675	IN; 15.235/ x 9 x 72 G1

113

97



OM 344

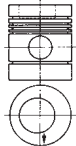
919

D AN 6 5675 cm³ 2V

128



90 274 800



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 274 830 97,50 / 90 274 840 98,00

RTK, URK

T6 3 CR G6

M 3

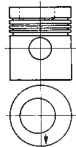
M 3

DSF 5,5 CR

S 5,5

→ 80 00109 1 0 ..., 80 00109 2 0 ...

93 712 600



Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4

RTK

T6 3 CR G6

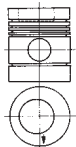
M 3

M 3

S 5,5

→ 80 00108 1 0 ...

93 794 700



Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5
93 794 710 98,00

RTK, URK

T6 3 CR G6

M 3

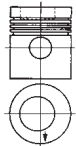
M 3

DSF 5,5 CR

S 5,5

→ 80 00109 1 0 ..., 80 00109 2 0 ...

93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / 93 882 640 98,00

RTK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

→ 80 00108 1 0 ...

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

cont...

M



78 756 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston \varnothing 77 mm.
87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 426 601	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°

114

97



OM 344

919-063

02.1975 →

D

AN 6

5675 cm³

2V

84 kW

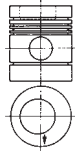
114 PS

ε 17:1

128



90 274 800	Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00
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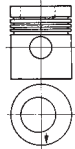


RTK, URK			
T6	3	CR	G6
M	3		
M	3		
DSF	5,5	CR	
S	5,5		

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 712 600

Cyl. \varnothing : 97; KH: 64.3; MT: -20; M \varnothing : 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4

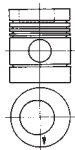


RTK			
T6	3	CR	G6
M	3		
M	3		
S	5,5		

→ **80 00108 1 0 ...**

93 794 700

Cyl. \varnothing : 97.5; KH: 65; MT: -20; M \varnothing : 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5

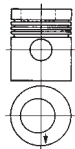


93 794 710 98,00			
RTK, URK			
T6	3	CR	G6
M	3		
M	3		
DSF	5,5	CR	
S	5,5		

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 882 600

Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4



93 882 630 97,50 / 93 882 640 98,00			
RTK			
T6	3	CR	G6
M	3		
M	3		
DSF	5,5	CR	

→ **80 00108 1 0 ...**

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000	Cyl. \varnothing : 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00
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80 00109 1 0 000	Cyl. \varnothing : 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
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80 00109 2 0 000	Cyl. \varnothing : 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
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90 274 980	Piston: 90274800; Cylinder liner: 89178190
90 274 981	Piston: 90274800; Cylinder liner: 89069190
90 274 982	Piston: 90274800; Cylinder liner: 89177190
93 882 960	Piston: 93882600; Cylinder liner: 89178190
93 882 961	Piston: 93882600; Cylinder liner: 89069190






cont...






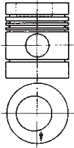
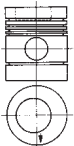
TRW
EngineComponents



MERCEDES-BENZ

93 882 962	Piston: 93882600; Cylinder liner: 89177190		
 89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2		
89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.		
89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.		
 78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50		
78 673 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00		
78 674 601	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.		
78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.		
78 756 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston \varnothing 77 mm.		
87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD		
87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B		
87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
87 426 601	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00		
87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50		
 50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed		
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed		
 81-1676	EX; 15.035/ x 10 x 67 G1	 92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
81-1677	EX; 15.235/ x 10 x 67 G1	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
81-1674	IN; 15.035/ x 9 x 72 G1	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
81-1675	IN; 15.235/ x 9 x 72 G1	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
		92-16115	IN; 46.37 x 37 x 8.2; G1; 45°

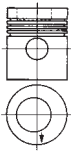
M

115	 97								
 OM 344	919-064								
		D	A	6	5675 cm ³	2V	123 kW	168 PS	ε 16:1
 90 274 800	Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...								
 93 712 600	Cyl. \varnothing : 97; KH: 64.3; MT: -20; M \varnothing : 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...								
 93 794 700	Cyl. \varnothing : 97.5; KH: 65; MT: -20; M \varnothing : 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5 93 794 710 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...								

cont...



93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / 93 882 640 98,00

RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
→ 80 00108 1 0 ...

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]
80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A
78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W
87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 426 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 109

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



81-1676

EX; 15.035/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1675

IN; 15.235/ x 9 x 72 G1

116

97

OM 344

920

D AN 6 5675 cm³ 2V 103 kW 140 PS £17:1 128



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A
78 756 614 0,25, For Compressor with Piston Ø 77 mm.

cont...



87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
81-1670	EX; 15.028/ x 10 x 67 G1
81-1676	EX; 15.035/ x 10 x 67 G1
81-1672	EX; 15.228/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1673	EX; 15.528/ x 10 x 67 G1
81-1609	IN; 15/ x 9 x 78 G1
81-1666	IN; 15.028/ x 9 x 72 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1627	IN; 15.1/ x 9 x 78 G1
81-1628	IN; 15.2/ x 9 x 78 G1
81-1668	IN; 15.228/ x 9 x 72 G1
81-1675	IN; 15.235/ x 9 x 72 G1
81-1669	IN; 15.528/ x 9 x 72 G1

117 **97**
OM 344 **930, 932**
D AN 6 5675 cm³ 2V 96 kW 130 PS ϵ 17:1 128

90 274 800	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
93 712 600	Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...
93 794 700	Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5 93 794 710 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
93 882 600	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4 93 882 630 97,50 / 93 882 640 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR → 80 00108 1 0 ... 4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used
80 00108 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00
80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00








cont...



TRW
EngineComponents



MERCEDES-BENZ

80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00		
	90 274 980	Piston: 90274800; Cylinder liner: 89178190	
	90 274 981	Piston: 90274800; Cylinder liner: 89069190	
	90 274 982	Piston: 90274800; Cylinder liner: 89177190	
	93 882 960	Piston: 93882600; Cylinder liner: 89178190	
	93 882 961	Piston: 93882600; Cylinder liner: 89069190	
	93 882 962	Piston: 93882600; Cylinder liner: 89177190	
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2	
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.	
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.	
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50	
	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00	
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.	
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.	
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.	
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD	
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B	
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm	
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm	
	87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00	
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50	
M		50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
		50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
		16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
		1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
		16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
		1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
		16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
		16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
		50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
		92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
		50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
		92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
		92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
		50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
		92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
		92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
		81-1658	EX; 15/ x 10 x 73 G1
		81-1610	EX; 15/ x 9 x 73 G1
		81-1676	EX; 15.035/ x 10 x 67 G1
		81-1694	EX; 15.1/ x 10 x 73 G1
		81-1659	EX; 15.2/ x 10 x 73 G1
		81-1630	EX; 15.2/ x 9 x 73 G1
		81-1672	EX; 15.228/ x 10 x 67 G1
		81-1677	EX; 15.235/ x 10 x 67 G1
		81-1673	EX; 15.528/ x 10 x 67 G1
		81-1695	EX; 15.546/ x 10 x 73 G1
		81-1609	IN; 15/ x 9 x 78 G1
		81-1666	IN; 15.028/ x 9 x 72 G1
		81-1674	IN; 15.035/ x 9 x 72 G1
		81-1627	IN; 15.1/ x 9 x 78 G1
		81-1628	IN; 15.2/ x 9 x 78 G1
		81-1668	IN; 15.228/ x 9 x 72 G1
		81-1675	IN; 15.235/ x 9 x 72 G1
		81-1669	IN; 15.528/ x 9 x 72 G1

118

 **97**



OM 344

931

09.1973→

D AN 6

5675 cm³












2V 115 kW

156 PS

£ 17:1

 128



	90 276 700	Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 276 710 97,50 / 90 276 720 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
 	92 581 600	Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 92 581 610 97,50 / 92 581 620 98,00 RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR → 80 00191 1 1 ... 3-ring piston
	80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
	80 00191 1 1 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00
	80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
	90 276 970	Piston: 90276700; Cylinder liner: 89178190
	90 276 971	Piston: 90276700; Cylinder liner: 89069190
	90 276 972	Piston: 90276700; Cylinder liner: 89177190
	92 581 960	Piston: 92581600; Cylinder liner: 89178190
	92 581 961	Piston: 92581600; Cylinder liner: 89069190
	92 581 962	Piston: 92581600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	81-1658	EX; 15/ x 10 x 73 G1
	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1694	EX; 15.1/ x 10 x 73 G1
	81-1659	EX; 15.2/ x 10 x 73 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1695	EX; 15.546/ x 10 x 73 G1
	81-1609	IN; 15/ x 9 x 78 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1627	IN; 15.1/ x 9 x 78 G1
	81-1628	IN; 15.2/ x 9 x 78 G1
	81-1675	IN; 15.235/ x 9 x 72 G1

cont...



TRW
EngineComponents



MERCEDES-BENZ

92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°

119

97



OM 344

937, 939, 951

06.1973→

D

A

6

5675 cm³

2V

115 kW

156 PS

ε 16:1

H 128



93 750 600

Cyl. Ø: 97; KH: 65.2; MT: -21.5; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3

93 750 610 97,50 / 93 750 620 98,00

RTK

T6 2,5 MO G6

M 2,5 MO

DSF 4 CR

→ 80 00191 1 1 ...



80 00191 1 1 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4]

80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00



93 750 960

Piston: 93750600; Cylinder liner: 89178190

93 750 961

Piston: 93750600; Cylinder liner: 89069190

93 750 962

Piston: 93750600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 /

78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A

78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 /

60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 426 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 /

87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 109

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1658

EX; 15/ x 10 x 73 G1

81-1676

EX; 15.035/ x 10 x 67 G1

81-1694

EX; 15.1/ x 10 x 73 G1

81-1659

EX; 15.2/ x 10 x 73 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1695

EX; 15.546/ x 10 x 73 G1

81-1609

IN; 15/ x 9 x 78 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1627

IN; 15.1/ x 9 x 78 G1

81-1628

IN; 15.2/ x 9 x 78 G1

81-1675

IN; 15.235/ x 9 x 72 G1



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

92-16112

IN; 45.08 x 37 x 8.3; G1; 45°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°

92-16114

IN; 45.87 x 37 x 8.2; G1; 45°

92-16115

IN; 46.37 x 37 x 8.2; G1; 45°



50 005 836

OM 344.939: mot. 781819→



TRW
EngineComponents



MERCEDES-BENZ

120 **97**



OM 344

938, 953 - 955

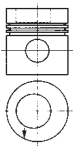
06.1973 →

D A 6 5675 cm³ 2V 115-124 kW 156-168 PS 16:1 128



93 750 600

Cyl. Ø: 97; KH: 65.2; MT: -21.5; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3



93 750 610 97,50 / 93 750 620 98,00

RTK

T6 2,5 MO G6

M 2,5 MO

DSF 4 CR

→ **80 00191 1 1 ...**



80 00191 1 1 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4]

80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00



93 750 960

Piston: 93750600; Cylinder liner: 89178190

93 750 961

Piston: 93750600; Cylinder liner: 89069190

93 750 962

Piston: 93750600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 /

78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A

78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 /

60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 426 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 /

87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 109

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1658

EX; 15/ x 10 x 73 G1

81-1676

EX; 15.035/ x 10 x 67 G1

81-1694

EX; 15.1/ x 10 x 73 G1

81-1659

EX; 15.2/ x 10 x 73 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1695

EX; 15.546/ x 10 x 73 G1

81-1609

IN; 15/ x 9 x 78 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1627

IN; 15.1/ x 9 x 78 G1

81-1628

IN; 15.2/ x 9 x 78 G1

81-1675

IN; 15.235/ x 9 x 72 G1



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

92-16112

IN; 45.08 x 37 x 8.3; G1; 45°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°

92-16114

IN; 45.87 x 37 x 8.2; G1; 45°

92-16115

IN; 46.37 x 37 x 8.2; G1; 45°

M



TRW
EngineComponents



MERCEDES-BENZ

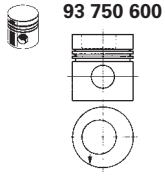
121

97

OM 344

942 (USA)

D A 6 5675 cm³ 2V 115 kW 156 PS € 16:1 128



Cyl. Ø: 97; KH: 65.2; MT: -21.5; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3
93 750 610 97,50 / **93 750 620** 98,00

RTK
T6 2,5 MO G6
M 2,5 MO
DSF 4 CR
→ **80 00191 1 1 ...**



80 00191 1 1 000 Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4]
80 00191 1 1 050 97,50 / **80 00191 1 1 100** 98,00



93 750 960 Piston: 93750600; Cylinder liner: 89178190
93 750 961 Piston: 93750600; Cylinder liner: 89069190
93 750 962 Piston: 93750600; Cylinder liner: 89177190



89 177 190 T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 178 190 T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
89 069 190 T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600 PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50
78 673 600 PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / **78 673 620** 0,50 / **78 673 630** 0,75 / **78 673 640** 1,00

78 674 601 PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / **78 674 611** 0,25 / **78 674 614** 0,25 / **78 674 621** 0,50 / **78 674 624** 0,50 / **78 674 631** 0,75 / **78 674 634** 0,75 / **78 674 641** 1,00 / **78 674 644** 1,00, Upper half without groove, For supercharged engines.

78 754 604 PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston Ø 94 mm.

78 756 604 PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A
78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 245 690 SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W
87 245 695 SEMI / **87 245 600** STD

87 354 693 SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793 SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893 SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 426 601 SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
87 426 604 STD / **87 426 611** 0,25 / **87 426 613** 0,25 / **87 426 614** 0,25 / **87 426 621** 0,50 / **87 426 623** 0,50 / **87 426 624** 0,50 / **87 426 631** 0,75 / **87 426 633** 0,75 / **87 426 634** 0,75 / **87 426 641** 1,00 / **87 426 643** 1,00 / **87 426 644** 1,00

87 428 600 SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 428 610 0,25 / **87 428 620** 0,50 / **87 428 630** 0,75 / **87 428 640** 1,00 / **87 428 660** 1,50



50 009 108 Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
50 009 109 Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



16122 EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
1604 EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
16106 EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
1638 EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
16109 IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16136 IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1658 EX; 15/ x 10 x 73 G1
81-1610 EX; 15/ x 9 x 73 G1
81-1670 EX; 15.028/ x 10 x 67 G1
81-1676 EX; 15.035/ x 10 x 67 G1
81-1694 EX; 15.1/ x 10 x 73 G1
81-1659 EX; 15.2/ x 10 x 73 G1
81-1630 EX; 15.2/ x 9 x 73 G1
81-1672 EX; 15.228/ x 10 x 67 G1
81-1677 EX; 15.235/ x 10 x 67 G1
81-1673 EX; 15.528/ x 10 x 67 G1
81-1695 EX; 15.546/ x 10 x 73 G1
81-1609 IN; 15/ x 9 x 78 G1
81-1666 IN; 15.028/ x 9 x 72 G1
81-1674 IN; 15.035/ x 9 x 72 G1
81-1627 IN; 15.1/ x 9 x 78 G1
81-1628 IN; 15.2/ x 9 x 78 G1
81-1668 IN; 15.228/ x 9 x 72 G1
81-1675 IN; 15.235/ x 9 x 72 G1
81-1669 IN; 15.528/ x 9 x 72 G1



50 004 886 EX; 38.07 x 28 x 8.5; ST; 45°
92-16108 EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889 EX; 38.08 x 30 x 7.9; ST; 45°
92-16131 EX; 38.38 x 30 x 8.5; G1; 45°
92-16112 IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885 IN; 45.08 x 37 x 8.3; ST; 45°
92-16114 IN; 45.87 x 37 x 8.2; G1; 45°
92-16115 IN; 46.37 x 37 x 8.2; G1; 45°



50 005 836 mot. 719990→



122

97



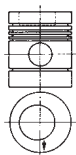
OM 344

943 (USA), 945

D AN 6 5675 cm³ 2V 96 kW 130 PS ϵ 17:1 128



90 274 800

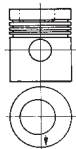


Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 274 830 97,50 / 90 274 840 98,00

RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ 80 00109 1 0 ..., 80 00109 2 0 ...

93 712 600

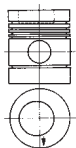


Cyl. \varnothing : 97; KH: 64.3; MT: -20; M \varnothing : 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4

RTK
T6 3 CR G6
M 3
M 3
S 5,5

→ 80 00108 1 0 ...

93 794 700

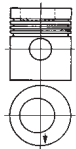


Cyl. \varnothing : 97.5; KH: 65; MT: -20; M \varnothing : 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5
93 794 710 98,00

RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ 80 00109 1 0 ..., 80 00109 2 0 ...

93 882 600



Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / 93 882 640 98,00

RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR

→ 80 00108 1 0 ...

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. \varnothing : 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]
80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. \varnothing : 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. \varnothing : 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600

PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 /
78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.

78 756 604

PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A
78 756 614 0,25, For Compressor with Piston \varnothing 77 mm.

87 245 690

SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 /
60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W
87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

cont...

M



TRW
EngineComponents



MERCEDES-BENZ

87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1		
	87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00		
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1		
	87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50		
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed		
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed		
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	81-1658	EX; 15/ x 10 x 73 G1
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1676	EX; 15.035/ x 10 x 67 G1
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1694	EX; 15.1/ x 10 x 73 G1
1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1659	EX; 15.2/ x 10 x 73 G1
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1677	EX; 15.235/ x 10 x 67 G1
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1695	EX; 15.546/ x 10 x 73 G1
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1666	IN; 15.028/ x 9 x 72 G1
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1674	IN; 15.035/ x 9 x 72 G1
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1668	IN; 15.228/ x 9 x 72 G1
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1675	IN; 15.235/ x 9 x 72 G1
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1669	IN; 15.528/ x 9 x 72 G1
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°		
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°		

50 005 836

123	97									
OM 344	948 (INA), 952 (INA)									
	09.1973→	D	A	6	5675 cm ³	2V	115-124 kW	156-168 PS	£ 16:1	128

78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1		
	78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50		
78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1		
	78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00		
78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1		
	78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.		
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A		
	78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.		
78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A		
	78 756 614 0,25, For Compressor with Piston Ø 77 mm.		
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W		
	87 245 695 SEMI / 87 245 600 STD		
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B		
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1		
	87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00		
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1		
	87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50		
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed		
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed		
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	81-1658	EX; 15/ x 10 x 73 G1
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1676	EX; 15.035/ x 10 x 67 G1
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1694	EX; 15.1/ x 10 x 73 G1
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1659	EX; 15.2/ x 10 x 73 G1
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1677	EX; 15.235/ x 10 x 67 G1
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1695	EX; 15.546/ x 10 x 73 G1
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1609	IN; 15/ x 9 x 78 G1
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1674	IN; 15.035/ x 9 x 72 G1
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1627	IN; 15.1/ x 9 x 78 G1
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1628	IN; 15.2/ x 9 x 78 G1
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°	81-1675	IN; 15.235/ x 9 x 72 G1
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°		
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°		
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°		

cont..



92-16115 IN; 46.37 x 37 x 8.2; G1; 45°

50 005 836

124

97



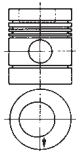
OM 344

949 (INA/MAL)

D A 6 5675 cm³ 2V 96 kW 130 PS ϵ 16:1 128



90 274 800



Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5

90 274 830 97,50 / 90 274 840 98,00

RTK, URK

T6 3 CR G6

M 3

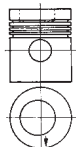
M 3

DSF 5,5 CR

S 5,5

→ 80 00109 1 0 ..., 80 00109 2 0 ...

93 712 600



Cyl. \varnothing : 97; KH: 64.3; MT: -20; M \varnothing : 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4

RTK

T6 3 CR G6

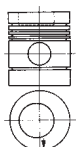
M 3

M 3

S 5,5

→ 80 00108 1 0 ...

93 794 700



Cyl. \varnothing : 97.5; KH: 65; MT: -20; M \varnothing : 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5

93 794 710 98,00

RTK, URK

T6 3 CR G6

M 3

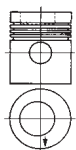
M 3

DSF 5,5 CR

S 5,5

→ 80 00109 1 0 ..., 80 00109 2 0 ...

93 882 600



Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4

93 882 630 97,50 / 93 882 640 98,00

RTK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

→ 80 00108 1 0 ...

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. \varnothing : 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. \varnothing : 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. \varnothing : 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600

PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 /

78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.

78 756 604

PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A

78 756 614 0,25, For Compressor with Piston \varnothing 77 mm.

87 245 690

SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 /

60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / 87 245 600 STD

cont...



87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B		
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00		
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50		
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed		
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed		
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	81-1658	EX; 15/ x 10 x 73 G1
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1676	EX; 15.035/ x 10 x 67 G1
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1694	EX; 15.1/ x 10 x 73 G1
1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1659	EX; 15.2/ x 10 x 73 G1
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1677	EX; 15.235/ x 10 x 67 G1
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1695	EX; 15.546/ x 10 x 73 G1
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1609	IN; 15/ x 9 x 78 G1
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1674	IN; 15.035/ x 9 x 72 G1
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1627	IN; 15.1/ x 9 x 78 G1
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1628	IN; 15.2/ x 9 x 78 G1
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1675	IN; 15.235/ x 9 x 72 G1
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°		
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°		
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°		
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°		
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°		
50 005 836			

125

97

OM 344

950 (USA)

D A 6 5675 cm³ 2V 125 kW 168 PS £ 16:1 H 128

M

78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50		
78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00		
78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.		
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.		
78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.		
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD		
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B		
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00		
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50		
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed		
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed		
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	81-1676	EX; 15.035/ x 10 x 67 G1
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1677	EX; 15.235/ x 10 x 67 G1
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1674	IN; 15.035/ x 9 x 72 G1
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1675	IN; 15.235/ x 9 x 72 G1
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
		92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
		50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
		92-16131	EX; 38.38 x 30 x 8.5; G1; 45°

cont...



50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°

50 005 836

126	97
OM 344	964 (USA)
	D AN 6 5675 cm ³ 2V 94 kW 126 PS ϵ 17:1 128

78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 673 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
78 674 601	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.
78 756 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston \varnothing 77 mm.
87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 426 601	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50

50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed

16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	81-1676	EX; 15.035/ x 10 x 67 G1
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1677	EX; 15.235/ x 10 x 67 G1
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1674	IN; 15.035/ x 9 x 72 G1
1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1675	IN; 15.235/ x 9 x 72 G1
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
		92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
		50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
		92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
		50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
		92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
		92-16115	IN; 46.37 x 37 x 8.2; G1; 45°

50 005 836

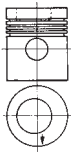
127	97
OM 352	900
	1974 → 1982 D AN 6 5675 cm ³ 2V 128 (1)
(1)	OM 352 ... II.Series 1966 -

90 274 800	Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00
	RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...

cont...



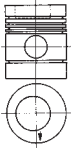
93 712 600



Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4

RTK
T6 3 CR G6
M 3
M 3
S 5,5
→ **80 00108 1 0 ...**

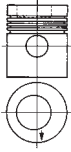
93 794 700



Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5

93 794 710 98,00
RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5
→ **80 00109 1 0 ..., 80 00109 2 0 ...**

93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4

93 882 630 97,50 / 93 882 640 98,00
RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
→ **80 00108 1 0 ...**

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]
80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190

M



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A
78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W
87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 426 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 109

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

1638

EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1658

EX; 15/ x 10 x 73 G1

81-1610




EX; 15/ x 9 x 73 G1




81-1670




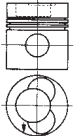


EX; 15.028/ x 10 x 67 G1


cont...





	50 004 886 92-16108 92-16131 92-16112 92-16114 92-16115	EX; 38.07 x 28 x 8.5; ST; 45° EX; 38.08 x 28 x 8.5; G1; 45° EX; 38.38 x 30 x 8.5; G1; 45° IN; 45.08 x 37 x 8.3; G1; 45° IN; 45.87 x 37 x 8.2; G1; 45° IN; 46.37 x 37 x 8.2; G1; 45°	81-1676 81-1694 81-1659 81-1630 81-1672 81-1677 81-1673 81-1695 81-1609 81-1674 81-1627 81-1628 81-1675	EX; 15.035/ x 10 x 67 G1 EX; 15.1/ x 10 x 73 G1 EX; 15.2/ x 10 x 73 G1 EX; 15.2/ x 9 x 73 G1 EX; 15.228/ x 10 x 67 G1 EX; 15.235/ x 10 x 67 G1 EX; 15.528/ x 10 x 67 G1 EX; 15.546/ x 10 x 73 G1 IN; 15/ x 9 x 78 G1 IN; 15.035/ x 9 x 72 G1 IN; 15.1/ x 9 x 78 G1 IN; 15.2/ x 9 x 78 G1 IN; 15.235/ x 9 x 72 G1
	50 005 617			50 005 835 → mot. 030815 50 005 843


128  **97**
 **OM 352**
900-006, 900-008, 900-010, 900-013, 900-015, 900-400, 900-410, 900-411, 900-412, 900-413, 900-414, 900-415, 900-416, 900-417, 900-418, 900-419, 900-420, 900-421, 900-422, 900-423, 900-424, 900-425, 900-426, 900-427, 900-428, 900-429, 900-430
06.1982 → 11.1987 D A 6 5675 cm³ 2V 99-124 kW 135-168 PS  128

	90 276 700  	Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 276 710 97,50 / 90 276 720 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
	92 581 600  	Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 92 581 610 97,50 / 92 581 620 98,00 RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR → 80 00191 1 1 ... 3-ring piston

	80 00109 1 0 000 80 00191 1 1 000 80 00109 2 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00 Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00 Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
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	90 276 970 90 276 971 90 276 972 92 581 960 92 581 961 92 581 962	Piston: 90276700; Cylinder liner: 89178190 Piston: 90276700; Cylinder liner: 89069190 Piston: 90276700; Cylinder liner: 89177190 Piston: 92581600; Cylinder liner: 89178190 Piston: 92581600; Cylinder liner: 89069190 Piston: 92581600; Cylinder liner: 89177190
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	89 177 190 89 178 190 89 069 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2 T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm. T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
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	78 672 600 78 673 600 78 674 601 78 754 604 78 756 604	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50 PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00 PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines. PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm. PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
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cont...





87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108 Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed



50 005 835 →mot. 030815
50 005 843

129

97

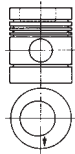


OM 352

900-000, 900-001, 900-002, 900-003, 900-004, 900-005, 900-007, 900-009, 900-011, 900-012, 900-014, 900-016, 900-017, 900-018, 900-019, 900-020, 900-021
1974 → D AN 6 5675 cm³ 2V 66-96 kW 90-130 PS 128



90 274 800 Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 274 830 97,50 / 90 274 840 98,00

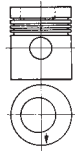


RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 712 600

Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4

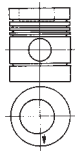


RTK
T6 3 CR G6
M 3
M 3
S 5,5

→ **80 00108 1 0 ...**

93 794 700

Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5

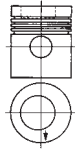


93 794 710 98,00
RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 882 600

Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / 93 882 640 98,00



RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR

→ **80 00108 1 0 ...**

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000 Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980 Piston: 90274800; Cylinder liner: 89178190

90 274 981 Piston: 90274800; Cylinder liner: 89069190

90 274 982 Piston: 90274800; Cylinder liner: 89177190

93 882 960 Piston: 93882600; Cylinder liner: 89178190

93 882 961 Piston: 93882600; Cylinder liner: 89069190

93 882 962 Piston: 93882600; Cylinder liner: 89177190




89 177 190 T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2



89 178 190 T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.


89 069 190 T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.


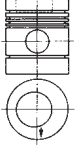
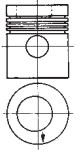
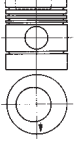
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	78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 673 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
	78 674 601	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
	78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.
	78 756 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston \varnothing 77 mm.
	87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 426 601	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
	87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50

	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	50 005 835	->mot. 030815
	50 005 843	

130  **97**
OM 352 **901, 908, 912, 930 - 931, 936, 938, 944 - 945, 948, 953 - 954**
1964->02.2001 D AN 6 5675 cm³ 2V 93-96 kW 126-130 PS ϵ 17:1  128

	90 274 800	Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 -> 80 00109 1 0 ... , 80 00109 2 0 ...
	93 712 600	Cyl. \varnothing : 97; KH: 64.3; MT: -20; M \varnothing : 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 -> 80 00108 1 0 ...
	93 794 700	Cyl. \varnothing : 97.5; KH: 65; MT: -20; M \varnothing : 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5 93 794 710 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 -> 80 00109 1 0 ... , 80 00109 2 0 ...
	93 882 600	Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4 93 882 630 97,50 / 93 882 640 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR -> 80 00108 1 0 ... 4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used

	80 00108 1 0 000	Cyl. \varnothing : 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00
	80 00109 1 0 000	Cyl. \varnothing : 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
	80 00109 2 0 000	Cyl. \varnothing : 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00

cont...



TRW
EngineComponents



MERCEDES-BENZ

	90 274 980	Piston: 90274800; Cylinder liner: 89178190				
	90 274 981	Piston: 90274800; Cylinder liner: 89069190				
	90 274 982	Piston: 90274800; Cylinder liner: 89177190				
	93 882 960	Piston: 93882600; Cylinder liner: 89178190				
	93 882 961	Piston: 93882600; Cylinder liner: 89069190				
	93 882 962	Piston: 93882600; Cylinder liner: 89177190				
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2				
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.				
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.				
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50				
	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00				
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.				
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.				
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.				
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD				
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B				
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm				
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm				
	87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00				
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50				
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed				
M		16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1658	EX; 15/ x 10 x 73 G1
		1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III		81-1610	EX; 15/ x 9 x 73 G1
		16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1670	EX; 15.028/ x 10 x 67 G1
		1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III		81-1676	EX; 15.035/ x 10 x 67 G1
		16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1694	EX; 15.1/ x 10 x 73 G1
					81-1659	EX; 15.2/ x 10 x 73 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°		81-1630	EX; 15.2/ x 9 x 73 G1	
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°		81-1672	EX; 15.228/ x 10 x 67 G1	
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°		81-1677	EX; 15.235/ x 10 x 67 G1	
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°		81-1673	EX; 15.528/ x 10 x 67 G1	
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°		81-1695	EX; 15.546/ x 10 x 73 G1	
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°		81-1609	IN; 15/ x 9 x 78 G1	
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°		81-1666	IN; 15.028/ x 9 x 72 G1	
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°		81-1674	IN; 15.035/ x 9 x 72 G1	
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°		81-1627	IN; 15.1/ x 9 x 78 G1	
				81-1628	IN; 15.2/ x 9 x 78 G1	
				81-1668	IN; 15.228/ x 9 x 72 G1	
				81-1675	IN; 15.235/ x 9 x 72 G1	
				81-1669	IN; 15.528/ x 9 x 72 G1	
	50 005 617				50 005 835	→mot. 067373
					50 005 843	

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97



OM 352

902 - 903, 906, 911, 914, 919, 932 - 933, 943, 962, 966, 970, 976, 979, 982, 984, 990

D AN 6 5675 cm³ 2V 48-81 kW 65-110 PS

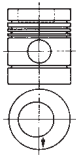
128



U 416, U 65, U 70, U 80, U 84, U 90, U 900



90 274 800

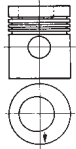


Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 274 830 97,50 / **90 274 840** 98,00

RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 712 600

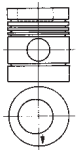


Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4
RTK

T6 3 CR G6
M 3
M 3
S 5,5

→ **80 00108 1 0 ...**

93 794 700

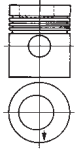


Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5
93 794 710 98,00

RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / **93 882 640** 98,00

RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR

→ **80 00108 1 0 ...**

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]
80 00108 1 0 050 97,50 / **80 00108 1 0 100** 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / **80 00109 1 0 050** 97,50 / **80 00109 1 0 100** 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / **80 00109 2 0 050** 97,50 / **80 00109 2 0 075** 97,75 / **80 00109 2 0 100** 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / **78 673 620** 0,50 / **78 673 630** 0,75 / **78 673 640** 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / **78 674 611** 0,25 / **78 674 614** 0,25 / **78 674 621** 0,50 / **78 674 624** 0,50 / **78 674 631** 0,75 / **78 674 634** 0,75 / **78 674 641** 1,00 / **78 674 644** 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A
78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W
87 245 695 SEMI / **87 245 600** STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 426 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
87 426 604 STD / **87 426 611** 0,25 / **87 426 613** 0,25 / **87 426 614** 0,25 / **87 426 621** 0,50 / **87 426 623** 0,50 / **87 426 624** 0,50 / **87 426 631** 0,75 / **87 426 633** 0,75 / **87 426 634** 0,75 / **87 426 641** 1,00 / **87 426 643** 1,00 / **87 426 644** 1,00

cont...





TRW
EngineComponents



MERCEDES-BENZ

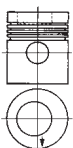








87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108 50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
16122 1604 16106 1638 16136	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
50 004 886 50 004 879 92-16108 50 004 889 92-16131 92-16112 50 004 885 92-16114 92-16115	EX; 38.07 x 28 x 8.5; ST; 45° EX; 38.07 x 30 x 8.5; ST; 45° EX; 38.08 x 28 x 8.5; G1; 45° EX; 38.08 x 30 x 7.9; ST; 45° EX; 38.38 x 30 x 8.5; G1; 45° IN; 45.08 x 37 x 8.3; G1; 45° IN; 45.08 x 37 x 8.3; ST; 45° IN; 45.87 x 37 x 8.2; G1; 45° IN; 46.37 x 37 x 8.2; G1; 45°
50 005 617	50 005 843
81-1658 81-1610 81-1670 81-1676 81-1694 81-1659 81-1630 81-1672 81-1677 81-1673 81-1695 81-1609 81-1666 81-1674 81-1627 81-1628 81-1668 81-1675 81-1669	EX; 15/ x 10 x 73 G1 EX; 15/ x 9 x 73 G1 EX; 15.028/ x 10 x 67 G1 EX; 15.035/ x 10 x 67 G1 EX; 15.1/ x 10 x 73 G1 EX; 15.2/ x 10 x 73 G1 EX; 15.2/ x 9 x 73 G1 EX; 15.228/ x 10 x 67 G1 EX; 15.235/ x 10 x 67 G1 EX; 15.528/ x 10 x 67 G1 EX; 15.546/ x 10 x 73 G1 IN; 15/ x 9 x 78 G1 IN; 15.028/ x 9 x 72 G1 IN; 15.035/ x 9 x 72 G1 IN; 15.1/ x 9 x 78 G1 IN; 15.2/ x 9 x 78 G1 IN; 15.228/ x 9 x 72 G1 IN; 15.235/ x 9 x 72 G1 IN; 15.528/ x 9 x 72 G1

132	97
OM 352	904 06.1964 → 09.1968 D AN 6 5675 cm³ 2V 93 kW 126 PS £17:1 128 (1)
OM 353	901 - 902, 905, 940, 949, 957 D AN 6 5675 cm³ 2V 62-92 kW 84-125 PS £17:1 128
MB-Trac 1100, MB-Trac 1300, U 100, U 110, U 1100, U 1150, U 416, U 65, U 70, U 80, U 84, U 90, U 900	
(1) OM 352 ... II.Series 1966 -	

90 274 800	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
93 712 600	Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...
93 794 700	Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5 93 794 710 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...

cont...



	93 882 600 Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4 93 882 630 97,50 / 93 882 640 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR → 80 00108 1 0 ... 4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used	
	80 00108 1 0 000 Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00	
	80 00109 1 0 000 Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00	
	80 00109 2 0 000 Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00	
	90 274 980 Piston: 90274800; Cylinder liner: 89178190 90 274 981 Piston: 90274800; Cylinder liner: 89069190 90 274 982 Piston: 90274800; Cylinder liner: 89177190 93 882 960 Piston: 93882600; Cylinder liner: 89178190 93 882 961 Piston: 93882600; Cylinder liner: 89069190 93 882 962 Piston: 93882600; Cylinder liner: 89177190	
	89 177 190 T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2 89 178 190 T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm. 89 069 190 T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.	
	78 672 600 PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50 78 673 600 PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00 78 674 601 PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines. 78 754 604 PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm. 78 756 604 PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm. 87 245 690 SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00 87 428 600 SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50	
	50 009 108 Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed	
	16122 EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III 1604 EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III 16106 EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III 1638 EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III 16136 IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	 81-1658 EX; 15/ x 10 x 73 G1 81-1610 EX; 15/ x 9 x 73 G1 81-1670 EX; 15.028/ x 10 x 67 G1 81-1676 EX; 15.035/ x 10 x 67 G1 81-1694 EX; 15.1/ x 10 x 73 G1 81-1659 EX; 15.2/ x 10 x 73 G1 81-1630 EX; 15.2/ x 9 x 73 G1 81-1672 EX; 15.228/ x 10 x 67 G1 81-1677 EX; 15.235/ x 10 x 67 G1 81-1673 EX; 15.528/ x 10 x 67 G1 81-1695 EX; 15.546/ x 10 x 73 G1 81-1609 IN; 15/ x 9 x 78 G1 81-1666 IN; 15.028/ x 9 x 72 G1 81-1674 IN; 15.035/ x 9 x 72 G1 81-1627 IN; 15.1/ x 9 x 78 G1 81-1628 IN; 15.2/ x 9 x 78 G1 81-1668 IN; 15.228/ x 9 x 72 G1
	50 004 886 EX; 38.07 x 28 x 8.5; ST; 45° 50 004 879 EX; 38.07 x 30 x 8.5; ST; 45° 92-16108 EX; 38.08 x 28 x 8.5; G1; 45° 50 004 889 EX; 38.08 x 30 x 7.9; ST; 45° 92-16131 EX; 38.38 x 30 x 8.5; G1; 45° 92-16112 IN; 45.08 x 37 x 8.3; G1; 45° 50 004 885 IN; 45.08 x 37 x 8.3; ST; 45° 92-16114 IN; 45.87 x 37 x 8.2; G1; 45° 92-16115 IN; 46.37 x 37 x 8.2; G1; 45°	

cont...



81-1675 IN; 15.235/ x 9 x 72 G1
81-1669 IN; 15.528/ x 9 x 72 G1



50 005 617



50 005 843

133

97



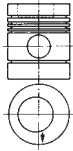
OM 352

905

10.1967 → 03.1977 D AN 6 5675 cm³ 2V 96 kW 130 PS ϵ 17:1 \bar{H} 128



90 274 800



Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 274 830 97,50 / **90 274 840** 98,00

RTK, URK

T6 3 CR G6

M 3

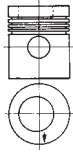
M 3

DSF 5,5 CR

S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 712 600



Cyl. \varnothing : 97; KH: 64.3; MT: -20; M \varnothing : 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4

RTK

T6 3 CR G6

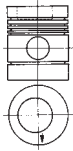
M 3

M 3

S 5,5

→ **80 00108 1 0 ...**

93 794 700



Cyl. \varnothing : 97.5; KH: 65; MT: -20; M \varnothing : 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5
93 794 710 98,00

RTK, URK

T6 3 CR G6

M 3

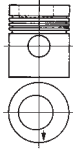
M 3

DSF 5,5 CR

S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 882 600



Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / **93 882 640** 98,00

RTK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

→ **80 00108 1 0 ...**

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. \varnothing : 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / **80 00108 1 0 100** 98,00

80 00109 1 0 000

Cyl. \varnothing : 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / **80 00109 1 0 050** 97,50 / **80 00109 1 0 100** 98,00

80 00109 2 0 000

Cyl. \varnothing : 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / **80 00109 2 0 050** 97,50 / **80 00109 2 0 075** 97,75 / **80 00109 2 0 100** 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 673 600

PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 673 610 0,25 / **78 673 620** 0,50 / **78 673 630** 0,75 / **78 673 640** 1,00

78 674 601

PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

78 674 604 STD / **78 674 611** 0,25 / **78 674 614** 0,25 / **78 674 621** 0,50 / **78 674 624** 0,50 / **78 674 631** 0,75 /

78 674 634 0,75 / **78 674 641** 1,00 / **78 674 644** 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston \varnothing 94 mm.

78 756 604

PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A

78 756 614 0,25, For Compressor with Piston \varnothing 77 mm.

cont...



87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
81-1658	EX; 15/ x 10 x 73 G1
81-1610	EX; 15/ x 9 x 73 G1
81-1670	EX; 15.028/ x 10 x 67 G1
81-1676	EX; 15.035/ x 10 x 67 G1
81-1694	EX; 15.1/ x 10 x 73 G1
81-1659	EX; 15.2/ x 10 x 73 G1
81-1630	EX; 15.2/ x 9 x 73 G1
81-1672	EX; 15.228/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1673	EX; 15.528/ x 10 x 67 G1
81-1695	EX; 15.546/ x 10 x 73 G1
81-1609	IN; 15/ x 9 x 78 G1
81-1666	IN; 15.028/ x 9 x 72 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1627	IN; 15.1/ x 9 x 78 G1
81-1628	IN; 15.2/ x 9 x 78 G1
81-1668	IN; 15.228/ x 9 x 72 G1
81-1675	IN; 15.235/ x 9 x 72 G1
81-1669	IN; 15.528/ x 9 x 72 G1
50 005 835	→mot. 067707
50 005 843	

M

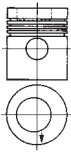
50 005 617	
50 005 618	
134	97
OM 352	907, 909, 986
	01.1967 → 1982 D AN 6 5675 cm ³ 2V 81 kW 110 PS ϵ 17:1 128 (1)
OM 353	903, 915 - 916, 942 - 946, 963 - 964, 966, 968 - 969, 981 - 984
	1964 → D AN 6 5675 cm ³ 2V 81-96 kW 110-130 PS ϵ 17:1 128
(1)	OM 352.909: OM 352 ... II.Series 1966 -

90 274 800	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
93 712 600	Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...
93 794 700	Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5 93 794 710 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...

cont...



93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / 93 882 640 98,00

RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
→ 80 00108 1 0 ...

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]
80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A
78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W
87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 426 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 109

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

1638

EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16112

IN; 45.08 x 37 x 8.3; G1; 45°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°

92-16114

IN; 45.87 x 37 x 8.2; G1; 45°

92-16115

IN; 46.37 x 37 x 8.2; G1; 45°



81-1658

EX; 15/ x 10 x 73 G1

81-1610

EX; 15/ x 9 x 73 G1

81-1670

EX; 15.028/ x 10 x 67 G1

81-1676

EX; 15.035/ x 10 x 67 G1

81-1694

EX; 15.1/ x 10 x 73 G1

81-1659

EX; 15.2/ x 10 x 73 G1

81-1630

EX; 15.2/ x 9 x 73 G1

81-1672

EX; 15.228/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1673

EX; 15.528/ x 10 x 67 G1

81-1695

EX; 15.546/ x 10 x 73 G1

81-1609

IN; 15/ x 9 x 78 G1

81-1666

IN; 15.028/ x 9 x 72 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1627

IN; 15.1/ x 9 x 78 G1

81-1628

IN; 15.2/ x 9 x 78 G1

81-1668

IN; 15.228/ x 9 x 72 G1

cont...

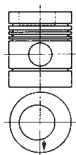


	81-1675	IN; 15.235/ x 9 x 72 G1
	81-1669	IN; 15.528/ x 9 x 72 G1
50 005 618	50 005 843	

135	97	
OM 352	910, 942, 955 - 961, 963, 965, 967, 969, 971 - 975, 978, 981, 983, 989, 991 - 992, 999	
	1964 →	D AN 6 5675 cm ³ 2V 69-96 kW 94-130 PS 128
OM 353	900	
		D AN 6 5675 cm ³ 2V 96 kW 130 PS 17:1 128



90 274 800



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5

90 274 830 97,50 / **90 274 840** 98,00

RTK, URK

T6 3 CR G6

M 3

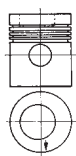
M 3

DSF 5,5 CR

S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 712 600



Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4

RTK

T6 3 CR G6

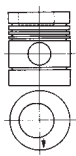
M 3

M 3

S 5,5

→ **80 00108 1 0 ...**

93 794 700



Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5

93 794 710 98,00

RTK, URK

T6 3 CR G6

M 3

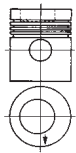
M 3

DSF 5,5 CR

S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4

93 882 630 97,50 / **93 882 640** 98,00

RTK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

→ **80 00108 1 0 ...**

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / **80 00108 1 0 100** 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / **80 00109 1 0 050** 97,50 / **80 00109 1 0 100** 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / **80 00109 2 0 050** 97,50 / **80 00109 2 0 075** 97,75 / **80 00109 2 0 100** 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 673 610 0,25 / **78 673 620** 0,50 / **78 673 630** 0,75 / **78 673 640** 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

78 674 604 STD / **78 674 611** 0,25 / **78 674 614** 0,25 / **78 674 621** 0,50 / **78 674 624** 0,50 / **78 674 631** 0,75 /

78 674 634 0,75 / **78 674 641** 1,00 / **78 674 644** 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston Ø 94 mm.

cont...





TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1658	EX; 15/ x 10 x 73 G1
81-1610	EX; 15/ x 9 x 73 G1
81-1670	EX; 15.028/ x 10 x 67 G1
81-1676	EX; 15.035/ x 10 x 67 G1
81-1694	EX; 15.1/ x 10 x 73 G1
81-1659	EX; 15.2/ x 10 x 73 G1
81-1630	EX; 15.2/ x 9 x 73 G1
81-1672	EX; 15.228/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1673	EX; 15.528/ x 10 x 67 G1
81-1695	EX; 15.546/ x 10 x 73 G1
81-1609	IN; 15/ x 9 x 78 G1
81-1666	IN; 15.028/ x 9 x 72 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1627	IN; 15.1/ x 9 x 78 G1
81-1628	IN; 15.2/ x 9 x 78 G1
81-1668	IN; 15.228/ x 9 x 72 G1
81-1675	IN; 15.235/ x 9 x 72 G1
81-1669	IN; 15.528/ x 9 x 72 G1



50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°

M



50 005 617



50 005 835 *OM 352.910, OM 352.942, OM 352.965, OM 352.967, OM 352.971, OM 352.972, OM 352.973, OM 352.974, OM 352.975, OM 352.981, OM 352.983, OM 352.989, OM 352.999: →mot. 030815, OM 352.955, OM 352.956, OM 352.958, OM 352.959, OM 352.960, OM 352.961, OM 352.963, OM 352.969, OM 352.978, OM 352.991, OM 352.992, OM 353.900: →mot. 067373, OM 352.957: →mot. 067707*

50 005 843

136

97



OM 352

913, 937, 946, 949 - 950, 968, 988, 994

03.1968 →

D

A

6

5675 cm³

2V

96-115 kW

130-156 PS

€ 16:1

128



MB-Trac 1300 turbo



90 276 700 Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5



90 276 710 97,50 / 90 276 720 98,00

RTK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

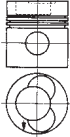







S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**



cont...



92 581 600	Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 92 581 610 97,50 / 92 581 620 98,00 RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR → 80 00191 1 1 ... 3-ring piston		
			
80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00		
80 00191 1 1 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00		
80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00		
	90 276 970 Piston: 90276700; Cylinder liner: 89178190 90 276 971 Piston: 90276700; Cylinder liner: 89069190 90 276 972 Piston: 90276700; Cylinder liner: 89177190 92 581 960 Piston: 92581600; Cylinder liner: 89178190 92 581 961 Piston: 92581600; Cylinder liner: 89069190 92 581 962 Piston: 92581600; Cylinder liner: 89177190		
	89 177 190 T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2 89 178 190 T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm. 89 069 190 T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.		
	78 672 600 PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50 78 673 600 PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00 78 674 601 PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00 , Upper half without groove, For supercharged engines. 78 754 604 PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm. 78 756 604 PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25 , For Compressor with Piston Ø 77 mm. 87 245 690 SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD 87 354 693 SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B 87 354 793 SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm 87 354 893 SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm 87 426 601 SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00 87 428 600 SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50		
	50 009 108 Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed 50 009 109 Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed		
	16122 EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III 1604 EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III 16106 EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III 1638 EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III 16136 IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1658 EX; 15/ x 10 x 73 G1 81-1631 EX; 15/ x 10 x 78 G1 81-1610 EX; 15/ x 9 x 73 G1 81-1670 EX; 15.028/ x 10 x 67 G1 81-1676 EX; 15.035/ x 10 x 67 G1 81-1694 EX; 15.1/ x 10 x 73 G1 81-1632 EX; 15.1/ x 10 x 78 G1 81-1659 EX; 15.2/ x 10 x 73 G1 81-1633 EX; 15.2/ x 10 x 78 G1 81-1630 EX; 15.2/ x 9 x 73 G1 81-1672 EX; 15.228/ x 10 x 67 G1 81-1677 EX; 15.235/ x 10 x 67 G1 81-1673 EX; 15.528/ x 10 x 67 G1 81-1695 EX; 15.546/ x 10 x 73 G1 81-1609 IN; 15/ x 9 x 78 G1 81-1666 IN; 15.028/ x 9 x 72 G1 81-1674 IN; 15.035/ x 9 x 72 G1 81-1627 IN; 15.1/ x 9 x 78 G1
	50 004 886 EX; 38.07 x 28 x 8.5; ST; 45° 50 004 879 EX; 38.07 x 30 x 8.5; ST; 45° 92-16108 EX; 38.08 x 28 x 8.5; G1; 45° 50 004 889 EX; 38.08 x 30 x 7.9; ST; 45° 92-16131 EX; 38.38 x 30 x 8.5; G1; 45° 92-16112 IN; 45.08 x 37 x 8.3; G1; 45° 50 004 885 IN; 45.08 x 37 x 8.3; ST; 45° 92-16114 IN; 45.87 x 37 x 8.2; G1; 45° 92-16115 IN; 46.37 x 37 x 8.2; G1; 45°		

cont...



TRW
EngineComponents



MERCEDES-BENZ

81-1628 IN; 15.2/ x 9 x 78 G1
81-1668 IN; 15.228/ x 9 x 72 G1
81-1675 IN; 15.235/ x 9 x 72 G1
81-1669 IN; 15.528/ x 9 x 72 G1



50 005 617



50 005 835 →mot. 003612

50 005 843

137

97



OM 352

934 - 935, 939

1964 → 1981

D AN 6

5675 cm³

2V

96 kW

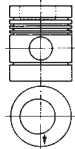
130 PS

ε 17:1

128



90 274 800



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 274 830 97,50 / **90 274 840** 98,00

RTK, URK

T6 3 CR G6

M 3

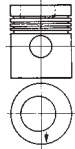
M 3

DSF 5,5 CR

S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 712 600



Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4

RTK

T6 3 CR G6

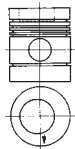
M 3

M 3

S 5,5

→ **80 00108 1 0 ...**

93 794 700



Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5

93 794 710 98,00

RTK, URK

T6 3 CR G6

M 3

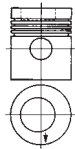
M 3

DSF 5,5 CR

S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4

93 882 630 97,50 / **93 882 640** 98,00

RTK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

→ **80 00108 1 0 ...**

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / **80 00108 1 0 100** 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / **80 00109 1 0 050** 97,50 / **80 00109 1 0 100** 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / **80 00109 2 0 050** 97,50 / **80 00109 2 0 075** 97,75 / **80 00109 2 0 100** 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 673 610 0,25 / **78 673 620** 0,50 / **78 673 630** 0,75 / **78 673 640** 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

78 674 604 STD / **78 674 611** 0,25 / **78 674 614** 0,25 / **78 674 621** 0,50 / **78 674 624** 0,50 / **78 674 631** 0,75 /

78 674 634 0,75 / **78 674 641** 1,00 / **78 674 644** 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston Ø 94 mm.

cont...



78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50

50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed		
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	81-1658	EX; 15/ x 10 x 73 G1
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1610	EX; 15/ x 9 x 73 G1
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1670	EX; 15.028/ x 10 x 67 G1
1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1676	EX; 15.035/ x 10 x 67 G1
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1694	EX; 15.1/ x 10 x 73 G1
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1659	EX; 15.2/ x 10 x 73 G1
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°	81-1630	EX; 15.2/ x 9 x 73 G1
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1672	EX; 15.228/ x 10 x 67 G1
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1677	EX; 15.235/ x 10 x 67 G1
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1673	EX; 15.528/ x 10 x 67 G1
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1695	EX; 15.546/ x 10 x 73 G1
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1609	IN; 15/ x 9 x 78 G1
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1666	IN; 15.028/ x 9 x 72 G1
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°	81-1674	IN; 15.035/ x 9 x 72 G1
50 005 618		50 005 835	→mot. 067373
		50 005 843	

M

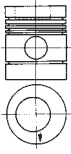
138	97	
OM 352	964, 985, 987, 996 - 998	
	09.1965 → 12.1992	D AN 6 5675 cm³ 2V 74-96 kW 100-130 PS € 17:1 128
OM 353	904, 917, 941, 965	
	10.1969 →	D AN 6 5675 cm³ 2V 96 kW 130 PS € 17:1 128

90 274 800	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
93 712 600	Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...

cont...



93 794 700



Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5

93 794 710 98,00

RTK, URK

T6 3 CR G6

M 3

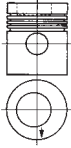
M 3

DSF 5,5 CR

S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4

93 882 630 97,50 / 93 882 640 98,00

RTK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

→ **80 00108 1 0 ...**

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.

M



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A

78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 426 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 /

87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 109

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

1638

EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°



81-1658

EX; 15/ x 10 x 73 G1

81-1610

EX; 15/ x 9 x 73 G1

81-1670

EX; 15.028/ x 10 x 67 G1

81-1676

EX; 15.035/ x 10 x 67 G1

81-1694

EX; 15.1/ x 10 x 73 G1

81-1659

EX; 15.2/ x 10 x 73 G1

81-1630

EX; 15.2/ x 9 x 73 G1

81-1672

EX; 15.228/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1673

EX; 15.528/ x 10 x 67 G1

cont...



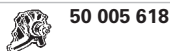
TRW
EngineComponents



MERCEDES-BENZ

92-16112 IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885 IN; 45.08 x 37 x 8.3; ST; 45°
92-16114 IN; 45.87 x 37 x 8.2; G1; 45°
92-16115 IN; 46.37 x 37 x 8.2; G1; 45°

81-1695 EX; 15.546/ x 10 x 73 G1
81-1609 IN; 15/ x 9 x 78 G1
81-1666 IN; 15.028/ x 9 x 72 G1
81-1674 IN; 15.035/ x 9 x 72 G1
81-1627 IN; 15.1/ x 9 x 78 G1
81-1628 IN; 15.2/ x 9 x 78 G1
81-1668 IN; 15.228/ x 9 x 72 G1
81-1675 IN; 15.235/ x 9 x 72 G1
81-1669 IN; 15.528/ x 9 x 72 G1



50 005 618



50 005 835 **OM 352.964, OM 352.987, OM 352.996, OM 352.997, OM 352.998, OM 353.904, OM 353.917, OM 353.941, OM 353.965:** →mot. 067373, **OM 352.985:** →mot. 030815

50 005 843

139 **97**



OM 353

907

10.1970 →

D

AN

6

5675 cm³

2V

92 kW

125 PS

£17:1

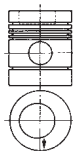
128



U 100, U 1100, U 1150, U 125



90 274 800



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5

90 274 830 97,50 / 90 274 840 98,00

RTK, URK

T6 3 CR G6

M 3

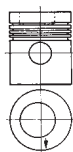
M 3

DSF 5,5 CR

S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 712 600



Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4

RTK

T6 3 CR G6

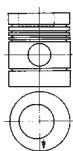
M 3

M 3

S 5,5

→ **80 00108 1 0 ...**

93 794 700



Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5

93 794 710 98,00

RTK, URK

T6 3 CR G6

M 3

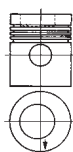
M 3

DSF 5,5 CR

S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4

93 882 630 97,50 / 93 882 640 98,00

RTK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

→ **80 00108 1 0 ...**

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

cont...









M








TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
	50 005 617	
	81-1670	EX; 15.028/ x 10 x 67 G1
	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1672	EX; 15.228/ x 10 x 67 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1673	EX; 15.528/ x 10 x 67 G1
	81-1609	IN; 15/ x 9 x 78 G1
	81-1666	IN; 15.028/ x 9 x 72 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1627	IN; 15.1/ x 9 x 78 G1
	81-1628	IN; 15.2/ x 9 x 78 G1
	81-1668	IN; 15.228/ x 9 x 72 G1
	81-1675	IN; 15.235/ x 9 x 72 G1
	81-1669	IN; 15.528/ x 9 x 72 G1
	50 005 843	

M

140		97
	OM 353	909 - 910
		01.1970 → 03.1977 D A 6 5675 cm³ 2V 124 kW 168 PS ⌀ 16:1 H 128
	90 276 700	Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 276 710 97,50 / 90 276 720 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ..., 80 00109 2 0 ...
	92 581 600	Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 92 581 610 97,50 / 92 581 620 98,00 RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR → 80 00191 1 1 ... 3-ring piston
	80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
	80 00191 1 1 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00










cont...




TRW
EngineComponents



MERCEDES-BENZ

80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00	
	90 276 970	Piston: 90276700; Cylinder liner: 89178190
	90 276 971	Piston: 90276700; Cylinder liner: 89069190
	90 276 972	Piston: 90276700; Cylinder liner: 89177190
	92 581 960	Piston: 92581600; Cylinder liner: 89178190
	92 581 961	Piston: 92581600; Cylinder liner: 89069190
	92 581 962	Piston: 92581600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00 , Upper half without groove, For supercharged engines.
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25 , For Compressor with Piston Ø 77 mm.
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
	81-1658	EX; 15/ x 10 x 73 G1
	81-1631	EX; 15/ x 10 x 78 G1
	81-1610	EX; 15/ x 9 x 73 G1
	81-1670	EX; 15.028/ x 10 x 67 G1
	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1694	EX; 15.1/ x 10 x 73 G1
	81-1632	EX; 15.1/ x 10 x 78 G1
	81-1659	EX; 15.2/ x 10 x 73 G1
	81-1633	EX; 15.2/ x 10 x 78 G1
	81-1630	EX; 15.2/ x 9 x 73 G1
	81-1672	EX; 15.228/ x 10 x 67 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1673	EX; 15.528/ x 10 x 67 G1
	81-1695	EX; 15.546/ x 10 x 73 G1
	81-1609	IN; 15/ x 9 x 78 G1
	81-1666	IN; 15.028/ x 9 x 72 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1627	IN; 15.1/ x 9 x 78 G1
	81-1628	IN; 15.2/ x 9 x 78 G1
	81-1668	IN; 15.228/ x 9 x 72 G1
	81-1675	IN; 15.235/ x 9 x 72 G1
	81-1669	IN; 15.528/ x 9 x 72 G1
	50 005 618	
	50 005 843	

M














141		97	OM 353	911 - 914	01.1972 →	D A 6	5675 cm ³	2V	124 kW	168 PS	ε 16:1	128
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TRW
EngineComponents



MERCEDES-BENZ

	90 276 700	Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
	90 276 710 97,50 / 90 276 720 98,00	
	RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5	
	→ 80 00109 1 0 ... , 80 00109 2 0 ...	
	92 581 600	Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3
	92 581 610 97,50 / 92 581 620 98,00	
	RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR	
	→ 80 00191 1 1 ... 3-ring piston	
	80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
	80 00191 1 1 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00
	80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
	90 276 970	Piston: 90276700; Cylinder liner: 89178190
	90 276 971	Piston: 90276700; Cylinder liner: 89069190
	90 276 972	Piston: 90276700; Cylinder liner: 89177190
	92 581 960	Piston: 92581600; Cylinder liner: 89178190
	92 581 961	Piston: 92581600; Cylinder liner: 89069190
	92 581 962	Piston: 92581600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
M	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
	81-1658	EX; 15/ x 10 x 73 G1
	81-1631	EX; 15/ x 10 x 78 G1
	81-1610	EX; 15/ x 9 x 73 G1
	81-1670	EX; 15.028/ x 10 x 67 G1
	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1694	EX; 15.1/ x 10 x 73 G1
	81-1632	EX; 15.1/ x 10 x 78 G1
	81-1659	EX; 15.2/ x 10 x 73 G1
	81-1633	EX; 15.2/ x 10 x 78 G1
	81-1630	EX; 15.2/ x 9 x 73 G1
	81-1672	EX; 15.228/ x 10 x 67 G1

cont...



TRW
EngineComponents



MERCEDES-BENZ

50 004 885 IN; 45.08 x 37 x 8.3; ST; 45°
92-16114 IN; 45.87 x 37 x 8.2; G1; 45°
92-16115 IN; 46.37 x 37 x 8.2; G1; 45°

81-1677 EX; 15.235/ x 10 x 67 G1
81-1673 EX; 15.528/ x 10 x 67 G1
81-1695 EX; 15.546/ x 10 x 73 G1
81-1609 IN; 15/ x 9 x 78 G1
81-1666 IN; 15.028/ x 9 x 72 G1
81-1674 IN; 15.035/ x 9 x 72 G1
81-1627 IN; 15.1/ x 9 x 78 G1
81-1628 IN; 15.2/ x 9 x 78 G1
81-1668 IN; 15.228/ x 9 x 72 G1
81-1675 IN; 15.235/ x 9 x 72 G1
81-1669 IN; 15.528/ x 9 x 72 G1



50 005 617



50 005 836 mot. 528530→

50 005 843

142 **97**



OM 353

920

01.1980 →

D

A

6

5675 cm³

2V

124 kW

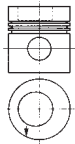
168 PS

ε 16:1

128



93 750 600



Cyl. Ø: 97; KH: 65.2; MT: -21.5; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3
93 750 610 97,50 / **93 750 620** 98,00

RTK

T6 2,5 MO G6

M 2,5 MO

DSF 4 CR

→ **80 00191 1 1 ...**



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / **80 00108 1 0 100** 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / **80 00109 1 0 050** 97,50 / **80 00109 1 0 100** 98,00

80 00191 1 1 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4]

80 00191 1 1 050 97,50 / **80 00191 1 1 100** 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / **80 00109 2 0 050** 97,50 / **80 00109 2 0 075** 97,75 / **80 00109 2 0 100** 98,00



93 750 960

Piston: 93750600; Cylinder liner: 89178190

93 750 961

Piston: 93750600; Cylinder liner: 89069190

93 750 962

Piston: 93750600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 673 610 0,25 / **78 673 620** 0,50 / **78 673 630** 0,75 / **78 673 640** 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

78 674 604 STD / **78 674 611** 0,25 / **78 674 614** 0,25 / **78 674 621** 0,50 / **78 674 624** 0,50 / **78 674 631** 0,75 / **78 674 634** 0,75 / **78 674 641** 1,00 / **78 674 644** 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A

78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / **87 245 600** STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 426 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

87 426 604 STD / **87 426 611** 0,25 / **87 426 613** 0,25 / **87 426 614** 0,25 / **87 426 621** 0,50 / **87 426 623** 0,50 /

87 426 624 0,50 / **87 426 631** 0,75 / **87 426 633** 0,75 / **87 426 634** 0,75 / **87 426 641** 1,00 / **87 426 643** 1,00 / **87 426 644** 1,00

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 428 610 0,25 / **87 428 620** 0,50 / **87 428 630** 0,75 / **87 428 640** 1,00 / **87 428 660** 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 109

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III



81-1670

EX; 15.028/ x 10 x 67 G1

81-1676

EX; 15.035/ x 10 x 67 G1

81-1672

EX; 15.228/ x 10 x 67 G1




cont...











TRW
EngineComponents







MERCEDES-BENZ

16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1677	EX; 15.235/ x 10 x 67 G1
 50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1673	EX; 15.528/ x 10 x 67 G1
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°	81-1609	IN; 15/ x 9 x 78 G1
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1666	IN; 15.028/ x 9 x 72 G1
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1674	IN; 15.035/ x 9 x 72 G1
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1627	IN; 15.1/ x 9 x 78 G1
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1628	IN; 15.2/ x 9 x 78 G1
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1668	IN; 15.228/ x 9 x 72 G1
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1675	IN; 15.235/ x 9 x 72 G1
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°	81-1669	IN; 15.528/ x 9 x 72 G1
 50 005 618		 50 005 836	

143	 97
 OM 353	921
	01.1977→
 MB-Trac 1500 turbo, U 1300, U 1500	D A 6 5675 cm ³ 2V 110 kW 150 PS £ 16:1 128

 90 276 700	Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 276 710 97,50 / 90 276 720 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
 	
92 581 600	Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 92 581 610 97,50 / 92 581 620 98,00 RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR → 80 00191 1 1 ... 3-ring piston
 	

M

 80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
80 00191 1 1 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00
80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
 90 276 970	Piston: 90276700; Cylinder liner: 89178190
90 276 971	Piston: 90276700; Cylinder liner: 89069190
90 276 972	Piston: 90276700; Cylinder liner: 89177190
92 581 960	Piston: 92581600; Cylinder liner: 89178190
92 581 961	Piston: 92581600; Cylinder liner: 89069190
92 581 962	Piston: 92581600; Cylinder liner: 89177190
 89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
 78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

cont...



87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108 50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
16122 1604 16106 16136	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
50 004 886 50 004 879 92-16108 50 004 889 92-16131 92-16112 50 004 885 92-16114 92-16115	EX; 38.07 x 28 x 8.5; ST; 45° EX; 38.07 x 30 x 8.5; ST; 45° EX; 38.08 x 28 x 8.5; G1; 45° EX; 38.08 x 30 x 7.9; ST; 45° EX; 38.38 x 30 x 8.5; G1; 45° IN; 45.08 x 37 x 8.3; G1; 45° IN; 45.08 x 37 x 8.3; ST; 45° IN; 45.87 x 37 x 8.2; G1; 45° IN; 46.37 x 37 x 8.2; G1; 45°
81-1670 81-1676 81-1672 81-1677 81-1673 81-1609 81-1666 81-1674 81-1627 81-1628 81-1668 81-1675 81-1669	EX; 15.028/ x 10 x 67 G1 EX; 15.035/ x 10 x 67 G1 EX; 15.228/ x 10 x 67 G1 EX; 15.235/ x 10 x 67 G1 EX; 15.528/ x 10 x 67 G1 IN; 15/ x 9 x 78 G1 IN; 15.028/ x 9 x 72 G1 IN; 15.035/ x 9 x 72 G1 IN; 15.1/ x 9 x 78 G1 IN; 15.2/ x 9 x 78 G1 IN; 15.228/ x 9 x 72 G1 IN; 15.235/ x 9 x 72 G1 IN; 15.528/ x 9 x 72 G1
50 005 617	50 005 836

144	97
OM 353	922 - 923, 930 - 934, 936
U 1100, U 900	01.1977 → D AN 6 5675 cm³ 2V 62-88 kW 84-120 PS € 17:1 128

90 274 800	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
93 712 600	Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...
93 794 700	Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5 93 794 710 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
93 882 600	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4 93 882 630 97,50 / 93 882 640 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR → 80 00108 1 0 ... 4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used
80 00108 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00
80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00

cont...



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

	90 274 980	Piston: 90274800; Cylinder liner: 89178190	
	90 274 981	Piston: 90274800; Cylinder liner: 89069190	
	90 274 982	Piston: 90274800; Cylinder liner: 89177190	
	93 882 960	Piston: 93882600; Cylinder liner: 89178190	
	93 882 961	Piston: 93882600; Cylinder liner: 89069190	
	93 882 962	Piston: 93882600; Cylinder liner: 89177190	
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2	
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.	
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.	
	78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50	
	78 673 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00	
	78 674 601	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.	
	78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.	
	78 756 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston \varnothing 77 mm.	
	87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD	
	87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B	
	87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm	
	87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm	
	87 426 601	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00	
	87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50	
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed	
	50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed	
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1670 EX; 15.028/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1676 EX; 15.035/ x 10 x 67 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1672 EX; 15.228/ x 10 x 67 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1677 EX; 15.235/ x 10 x 67 G1
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°	81-1673 EX; 15.528/ x 10 x 67 G1
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1609 IN; 15/ x 9 x 78 G1
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1666 IN; 15.028/ x 9 x 72 G1
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1674 IN; 15.035/ x 9 x 72 G1
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1627 IN; 15.1/ x 9 x 78 G1
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1628 IN; 15.2/ x 9 x 78 G1
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1668 IN; 15.228/ x 9 x 72 G1
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°	81-1675 IN; 15.235/ x 9 x 72 G1
	50 005 617		
			50 005 843

M

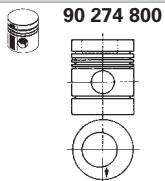
145

97

OM 353

935, 938

D AN 6 5675 cm³ 2V 88 kW 120 PS ϵ 17:1 H 128



90 274 800

Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5

90 274 830 97,50 / **90 274 840** 98,00

RTK, URK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

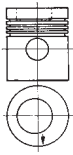
S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

cont...

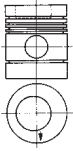


93 712 600



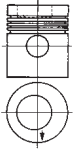
Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4
RTK
T6 3 CR G6
M 3
M 3
S 5,5
→ **80 00108 1 0 ...**

93 794 700



Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5
93 794 710 98,00
RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5
→ **80 00109 1 0 ..., 80 00109 2 0 ...**

93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / 93 882 640 98,00
RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
→ **80 00108 1 0 ...**

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]
80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A
78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W
87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 426 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 109

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1670

EX; 15.028/ x 10 x 67 G1

81-1676

EX; 15.035/ x 10 x 67 G1

81-1672

EX; 15.228/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

cont...



TRW
EngineComponents



MERCEDES-BENZ

	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1673	EX; 15.528/ x 10 x 67 G1
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°	81-1609	IN; 15/ x 9 x 78 G1
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1666	IN; 15.028/ x 9 x 72 G1
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1674	IN; 15.035/ x 9 x 72 G1
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1627	IN; 15.1/ x 9 x 78 G1
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1628	IN; 15.2/ x 9 x 78 G1
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1668	IN; 15.228/ x 9 x 72 G1
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1675	IN; 15.235/ x 9 x 72 G1
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°	81-1669	IN; 15.528/ x 9 x 72 G1
	50 005 618			50 005 843

146

97



OM 353

937

01.1977 → 05.1988 D A 6 5675 cm³ 2V 92 kW 125 PS £ 16:1 128



U 1300



Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 276 710 97,50 / **90 276 720** 98,00

RTK
 T6 3 CR G6
 M 3
 M 3
 DSF 5,5 CR
 S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3
92 581 610 97,50 / **92 581 620** 98,00

RTK
 T6 2,5 MO G6
 M 2,5 MO
 DSF 4 CR
 → **80 00191 1 1 ...**
 3-ring piston

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]
80 00108 1 0 050 97,50 / **80 00108 1 0 100** 98,00

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / **80 00109 1 0 050** 97,50 / **80 00109 1 0 100** 98,00

Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4]
80 00191 1 1 050 97,50 / **80 00191 1 1 100** 98,00

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / **80 00109 2 0 050** 97,50 / **80 00109 2 0 075** 97,75 / **80 00109 2 0 100** 98,00

90 276 970 Piston: 90276700; Cylinder liner: 89178190
90 276 971 Piston: 90276700; Cylinder liner: 89069190
90 276 972 Piston: 90276700; Cylinder liner: 89177190
92 581 960 Piston: 92581600; Cylinder liner: 89178190
92 581 961 Piston: 92581600; Cylinder liner: 89069190
92 581 962 Piston: 92581600; Cylinder liner: 89177190

89 177 190 T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 178 190 T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
89 069 190 T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.

78 672 600 PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 673 600 PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / **78 673 620** 0,50 / **78 673 630** 0,75 / **78 673 640** 1,00

78 674 601 PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / **78 674 611** 0,25 / **78 674 614** 0,25 / **78 674 621** 0,50 / **78 674 624** 0,50 / **78 674 631** 0,75 / **78 674 634** 0,75 / **78 674 641** 1,00 / **78 674 644** 1,00, Upper half without groove, For supercharged engines.

78 754 604 PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston Ø 94 mm.

78 756 604 PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A
78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 245 690 SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W
87 245 695 SEMI / **87 245 600** STD

87 354 693 SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793 SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893 SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

cont...



TRW
EngineComponents



MERCEDES-BENZ

87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
50 005 617	
	81-1670 EX; 15.028/ x 10 x 67 G1 81-1676 EX; 15.035/ x 10 x 67 G1 81-1672 EX; 15.228/ x 10 x 67 G1 81-1677 EX; 15.235/ x 10 x 67 G1 81-1673 EX; 15.528/ x 10 x 67 G1 81-1609 IN; 15/ x 9 x 78 G1 81-1666 IN; 15.028/ x 9 x 72 G1 81-1674 IN; 15.035/ x 9 x 72 G1 81-1627 IN; 15.1/ x 9 x 78 G1 81-1628 IN; 15.2/ x 9 x 78 G1 81-1668 IN; 15.228/ x 9 x 72 G1 81-1675 IN; 15.235/ x 9 x 72 G1 81-1669 IN; 15.528/ x 9 x 72 G1
50 005 843	

147	97
OM 353	939
	01.1980 →
	D A 6 5675 cm³ 2V 124 kW 168 PS €16:1 128

93 750 600	Cyl. Ø: 97; KH: 65.2; MT: -21.5; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 93 750 610 97,50 / 93 750 620 98,00 RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR → 80 00191 1 1 ...
80 00108 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00
80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
80 00191 1 1 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00
80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
93 750 960	Piston: 93750600; Cylinder liner: 89178190
93 750 961	Piston: 93750600; Cylinder liner: 89069190
93 750 962	Piston: 93750600; Cylinder liner: 89177190
89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

cont...



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
50 005 617	
	81-1670 EX; 15.028/ x 10 x 67 G1
	81-1676 EX; 15.035/ x 10 x 67 G1
	81-1672 EX; 15.228/ x 10 x 67 G1
	81-1677 EX; 15.235/ x 10 x 67 G1
	81-1673 EX; 15.528/ x 10 x 67 G1
	81-1609 IN; 15/ x 9 x 78 G1
	81-1666 IN; 15.028/ x 9 x 72 G1
	81-1674 IN; 15.035/ x 9 x 72 G1
	81-1627 IN; 15.1/ x 9 x 78 G1
	81-1628 IN; 15.2/ x 9 x 78 G1
	81-1668 IN; 15.228/ x 9 x 72 G1
	81-1675 IN; 15.235/ x 9 x 72 G1
	81-1669 IN; 15.528/ x 9 x 72 G1
	50 005 836

148

97

OM 353

950, 952, 954, 970, 972

09.1975→

D

A

6

5675 cm³

2V

124 kW

168 PS

£ 16:1

128



Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5

90 276 710 97,50 / **90 276 720** 98,00

RTK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

S 5,5

→ **80 00109 1 0** ..., **80 00109 2 0** ...

92 581 600

Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3

92 581 610 97,50 / **92 581 620** 98,00

RTK

T6 2,5 MO G6

M 2,5 MO

DSF 4 CR

→ **80 00191 1 1** ...

3-ring piston

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / **80 00109 1 0 050** 97,50 / **80 00109 1 0 100** 98,00

80 00191 1 1 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4]

80 00191 1 1 050 97,50 / **80 00191 1 1 100** 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / **80 00109 2 0 050** 97,50 / **80 00109 2 0 075** 97,75 / **80 00109 2 0 100** 98,00

90 276 970

Piston: 90276700; Cylinder liner: 89178190

90 276 971

Piston: 90276700; Cylinder liner: 89069190

90 276 972

Piston: 90276700; Cylinder liner: 89177190

92 581 960

Piston: 92581600; Cylinder liner: 89178190

92 581 961

Piston: 92581600; Cylinder liner: 89069190

92 581 962

Piston: 92581600; Cylinder liner: 89177190

89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.

78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 673 610 0,25 / **78 673 620** 0,50 / **78 673 630** 0,75 / **78 673 640** 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

78 674 604 STD / **78 674 611** 0,25 / **78 674 614** 0,25 / **78 674 621** 0,50 / **78 674 624** 0,50 / **78 674 631** 0,75 /

78 674 634 0,75 / **78 674 641** 1,00 / **78 674 644** 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston Ø 94 mm.

cont...



78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.		
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD		
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B		
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00		
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50		
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed		
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed		
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	81-1670	EX; 15.028/ x 10 x 67 G1
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1676	EX; 15.035/ x 10 x 67 G1
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1672	EX; 15.228/ x 10 x 67 G1
1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1677	EX; 15.235/ x 10 x 67 G1
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1673	EX; 15.528/ x 10 x 67 G1
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1609	IN; 15/ x 9 x 78 G1
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°	81-1666	IN; 15.028/ x 9 x 72 G1
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1674	IN; 15.035/ x 9 x 72 G1
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1627	IN; 15.1/ x 9 x 78 G1
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1628	IN; 15.2/ x 9 x 78 G1
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1668	IN; 15.228/ x 9 x 72 G1
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1675	IN; 15.235/ x 9 x 72 G1
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1669	IN; 15.528/ x 9 x 72 G1
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°		
50 005 618		50 005 836	OM 353.950: mot. 795803→, OM 353.952, OM 353.954, OM 353.970, OM 353.972: mot. 528530→
		50 005 843	

M

149	97										
OM 353		951, 953, 971									
		01.1975→	D	A	6	5675 cm³	2V	124 kW	168 PS	ε 16:1	128
90 276 700		Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 276 710 97,50 / 90 276 720 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...									
92 581 600		Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 92 581 610 97,50 / 92 581 620 98,00 RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR → 80 00191 1 1 ... 3-ring piston									
80 00108 1 0 000		Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00									
80 00109 1 0 000		Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00									
80 00191 1 1 000		Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00									
80 00109 2 0 000		Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00									
90 276 970		Piston: 90276700; Cylinder liner: 89178190									
90 276 971		Piston: 90276700; Cylinder liner: 89069190									
90 276 972		Piston: 90276700; Cylinder liner: 89177190									
92 581 960		Piston: 92581600; Cylinder liner: 89178190									
92 581 961		Piston: 92581600; Cylinder liner: 89069190									

cont...



TRW
EngineComponents



MERCEDES-BENZ

	92 581 962	Piston: 92581600; Cylinder liner: 89177190	
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2	
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.	
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.	
	78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50	
	78 673 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00	
	78 674 601	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.	
	78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.	
	78 756 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston \varnothing 77 mm.	
	87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD	
	87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B	
	87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm	
	87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm	
	87 426 601	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00	
	87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50	
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed	
	50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed	
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1670 EX; 15.028/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1676 EX; 15.035/ x 10 x 67 G1
	1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1672 EX; 15.228/ x 10 x 67 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1677 EX; 15.235/ x 10 x 67 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1673 EX; 15.528/ x 10 x 67 G1
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°	81-1609 IN; 15/ x 9 x 78 G1
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1666 IN; 15.028/ x 9 x 72 G1
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1674 IN; 15.035/ x 9 x 72 G1
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1627 IN; 15.1/ x 9 x 78 G1
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1628 IN; 15.2/ x 9 x 78 G1
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1668 IN; 15.228/ x 9 x 72 G1
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1675 IN; 15.235/ x 9 x 72 G1
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°	81-1669 IN; 15.528/ x 9 x 72 G1
	50 005 618		
			50 005 836 OM 353.951: mot. 795803→, OM 353.953, OM 353.971: mot. 528530→
			50 005 843

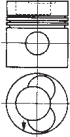








M

150		97										
	OM 353	958	02.1976→	D	A	6	5675 cm ³	2V	110 kW	150 PS	£ 16:1	128
	U 1250, U 1300, U 150, U 1500, U 1550, U 1700, U 425											

	90 276 700	Cyl. \varnothing : 97; KH: 65.2; VT1: -2.4; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5										
	90 276 710	97,50 / 90 276 720 98,00										
		RTK										
		T6	3	CR	G6							
		M	3									
		M	3									
		DSF	5,5	CR								
		S	5,5									
		→ 80 00109 1 0 ... , 80 00109 2 0 ...										

cont...



	92 581 600	Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 92 581 610 97,50 / 92 581 620 98,00 RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR → 80 00191 1 1 ... 3-ring piston	
	80 00108 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00	
	80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00	
	80 00191 1 1 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00	
	80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00	
	90 276 970	Piston: 90276700; Cylinder liner: 89178190	
	90 276 971	Piston: 90276700; Cylinder liner: 89069190	
	90 276 972	Piston: 90276700; Cylinder liner: 89177190	
	92 581 960	Piston: 92581600; Cylinder liner: 89178190	
	92 581 961	Piston: 92581600; Cylinder liner: 89069190	
	92 581 962	Piston: 92581600; Cylinder liner: 89177190	
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2	
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.	
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.	
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50	
	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00	
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.	
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.	
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.	
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD	
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B	
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm	
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm	
	87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00	
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50	
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed	
	50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed	
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	 81-1658 EX; 15/ x 10 x 73 G1
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1670 EX; 15.028/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1676 EX; 15.035/ x 10 x 67 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1694 EX; 15.1/ x 10 x 73 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1659 EX; 15.2/ x 10 x 73 G1
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°	81-1672 EX; 15.228/ x 10 x 67 G1
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1677 EX; 15.235/ x 10 x 67 G1
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1673 EX; 15.528/ x 10 x 67 G1
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1695 EX; 15.546/ x 10 x 73 G1
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1609 IN; 15/ x 9 x 78 G1
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1666 IN; 15.028/ x 9 x 72 G1
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1674 IN; 15.035/ x 9 x 72 G1
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°	81-1627 IN; 15.1/ x 9 x 78 G1
			81-1628 IN; 15.2/ x 9 x 78 G1
			81-1668 IN; 15.228/ x 9 x 72 G1
			81-1675 IN; 15.235/ x 9 x 72 G1

cont...



TRW
EngineComponents



MERCEDES-BENZ

81-1669

IN; 15.528/ x 9 x 72 G1



50 005 836

mot. 528530→

151

97



OM 353

959

05.1978 → 09.1988

D

A

6

5675 cm³

2V

124 kW

168 PS

€ 16:1

128



U 1300, U 1700



93 750 600

Cyl. Ø: 97; KH: 65.2; MT: -21.5; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3

93 750 610 97,50 / 93 750 620 98,00



RTK

T6 2,5 MO G6

M 2,5 MO

DSF 4 CR

→ 80 00191 1 1 ...



80 00191 1 1 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4]

80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00



93 750 960

Piston: 93750600; Cylinder liner: 89178190

93 750 961

Piston: 93750600; Cylinder liner: 89069190

93 750 962

Piston: 93750600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 /

78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A

78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 /

60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 426 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 /

87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 109

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16112

IN; 45.08 x 37 x 8.3; G1; 45°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°

92-16114

IN; 45.87 x 37 x 8.2; G1; 45°

92-16115

IN; 46.37 x 37 x 8.2; G1; 45°



81-1658

EX; 15/ x 10 x 73 G1

81-1670

EX; 15.028/ x 10 x 67 G1

81-1676

EX; 15.035/ x 10 x 67 G1

81-1694

EX; 15.1/ x 10 x 73 G1

81-1659

EX; 15.2/ x 10 x 73 G1

81-1672

EX; 15.228/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1673

EX; 15.528/ x 10 x 67 G1

81-1695

EX; 15.546/ x 10 x 73 G1

81-1609

IN; 15/ x 9 x 78 G1

81-1666

IN; 15.028/ x 9 x 72 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1627

IN; 15.1/ x 9 x 78 G1

81-1628

IN; 15.2/ x 9 x 78 G1

81-1668

IN; 15.228/ x 9 x 72 G1

81-1675

IN; 15.235/ x 9 x 72 G1

81-1669

IN; 15.528/ x 9 x 72 G1

cont...



50 006 357

CAM



50 005 836

mot. 528530→

152

97



OM 353

960 - 962, 980

01.1976 →

D AN 6

5675 cm³

2V

70-96 kW

95-131 PS

ε 17:1

128



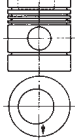
U 1000, U 1100, U 120, U 1200, U 1250, U 1300, U 1550, U 95



90 274 800

Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5

90 274 830 97,50 / 90 274 840 98,00



RTK, URK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

S 5,5

→ 80 00109 1 0 ..., 80 00109 2 0 ...

93 712 600

Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4

RTK

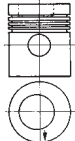
T6 3 CR G6

M 3

M 3

S 5,5

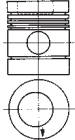
→ 80 00108 1 0 ...



93 794 700

Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5

93 794 710 98,00



RTK, URK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

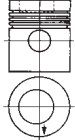
S 5,5

→ 80 00109 1 0 ..., 80 00109 2 0 ...

93 882 600

Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4

93 882 630 97,50 / 93 882 640 98,00



RTK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

→ 80 00108 1 0 ...

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1

78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 /

78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A

78 756 614 0,25, For Compressor with Piston Ø 77 mm.

cont...





TRW
EngineComponents



MERCEDES-BENZ

87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 426 601	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108 Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed



16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1658	EX; 15/ x 10 x 73 G1
81-1610	EX; 15/ x 9 x 73 G1
81-1670	EX; 15.028/ x 10 x 67 G1
81-1676	EX; 15.035/ x 10 x 67 G1
81-1694	EX; 15.1/ x 10 x 73 G1
81-1659	EX; 15.2/ x 10 x 73 G1
81-1630	EX; 15.2/ x 9 x 73 G1
81-1672	EX; 15.228/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1673	EX; 15.528/ x 10 x 67 G1
81-1695	EX; 15.546/ x 10 x 73 G1
81-1609	IN; 15/ x 9 x 78 G1
81-1666	IN; 15.028/ x 9 x 72 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1627	IN; 15.1/ x 9 x 78 G1
81-1628	IN; 15.2/ x 9 x 78 G1
81-1668	IN; 15.228/ x 9 x 72 G1
81-1675	IN; 15.235/ x 9 x 72 G1
81-1669	IN; 15.528/ x 9 x 72 G1



50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°

M



50 005 843

153

97

OM 353

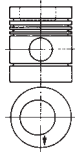
973

07.1976 → 12.1984 D A 6 5675 cm³ 2V 92 kW 125 PS £ 16:1 H 128

U 1000, U 120, U 1300, U 425



90 274 800 Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5



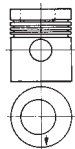
90 274 830 97,50 / 90 274 840 98,00

RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 712 600

Cyl. \varnothing : 97; KH: 64.3; MT: -20; M \varnothing : 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4

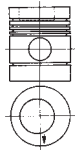


RTK
T6 3 CR G6
M 3
M 3
S 5,5

→ **80 00108 1 0 ...**

93 794 700

Cyl. \varnothing : 97.5; KH: 65; MT: -20; M \varnothing : 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5

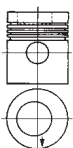










93 794 710 98,00
RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

cont...



	93 882 600 Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4 93 882 630 97,50 / 93 882 640 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR → 80 00108 1 0 ... 4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used		
	80 00108 1 0 000 Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00		
	80 00109 1 0 000 Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00		
	80 00109 2 0 000 Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00		
	90 274 980 Piston: 90274800; Cylinder liner: 89178190		
	90 274 981 Piston: 90274800; Cylinder liner: 89069190		
	90 274 982 Piston: 90274800; Cylinder liner: 89177190		
	93 882 960 Piston: 93882600; Cylinder liner: 89178190		
	93 882 961 Piston: 93882600; Cylinder liner: 89069190		
	93 882 962 Piston: 93882600; Cylinder liner: 89177190		
	89 177 190 T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2		
	89 178 190 T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.		
	89 069 190 T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.		
	78 672 600 PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50		
	78 673 600 PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00		
	78 674 601 PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.		
	78 754 604 PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.		
	78 756 604 PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.		
	87 245 690 SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD		
	87 354 693 SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B		
	87 354 793 SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
	87 354 893 SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
	87 426 601 SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00		
	87 428 600 SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50		
	50 009 108 Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed		
	50 009 109 Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed		
	16122 EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1658 EX; 15/ x 10 x 73 G1
	1604 EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III		81-1670 EX; 15.028/ x 10 x 67 G1
	16106 EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1676 EX; 15.035/ x 10 x 67 G1
	1638 EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III		81-1694 EX; 15.1/ x 10 x 73 G1
	16136 IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1659 EX; 15.2/ x 10 x 73 G1
	50 004 886 EX; 38.07 x 28 x 8.5; ST; 45°		81-1672 EX; 15.228/ x 10 x 67 G1
	50 004 879 EX; 38.07 x 30 x 8.5; ST; 45°		81-1677 EX; 15.235/ x 10 x 67 G1
	92-16108 EX; 38.08 x 28 x 8.5; G1; 45°		81-1673 EX; 15.528/ x 10 x 67 G1
	50 004 889 EX; 38.08 x 30 x 7.9; ST; 45°		81-1695 EX; 15.546/ x 10 x 73 G1
	92-16131 EX; 38.38 x 30 x 8.5; G1; 45°		81-1609 IN; 15/ x 9 x 78 G1
	92-16112 IN; 45.08 x 37 x 8.3; G1; 45°		81-1666 IN; 15.028/ x 9 x 72 G1
	50 004 885 IN; 45.08 x 37 x 8.3; ST; 45°		81-1674 IN; 15.035/ x 9 x 72 G1
	92-16114 IN; 45.87 x 37 x 8.2; G1; 45°		81-1627 IN; 15.1/ x 9 x 78 G1
	92-16115 IN; 46.37 x 37 x 8.2; G1; 45°		81-1628 IN; 15.2/ x 9 x 78 G1
			81-1668 IN; 15.228/ x 9 x 72 G1
			81-1675 IN; 15.235/ x 9 x 72 G1
			81-1669 IN; 15.528/ x 9 x 72 G1

cont...



50 005 843

154

97

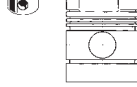
OM 353

974 - 975

11.1975 →

D A 6 5675 cm³ 2V 127 kW 172 PS € 16:1 128

90 276 700



Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 276 710 97,50 / 90 276 720 98,00

RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ 80 00109 1 0 ..., 80 00109 2 0 ...

92 581 600



Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3
92 581 610 97,50 / 92 581 620 98,00

RTK
T6 2,5 MO G6
M 2,5 MO
DSF 4 CR

→ 80 00191 1 1 ...

3-ring piston



80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00191 1 1 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4]
80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 276 970

Piston: 90276700; Cylinder liner: 89178190

90 276 971

Piston: 90276700; Cylinder liner: 89069190

90 276 972

Piston: 90276700; Cylinder liner: 89177190

92 581 960

Piston: 92581600; Cylinder liner: 89178190

92 581 961

Piston: 92581600; Cylinder liner: 89069190

92 581 962

Piston: 92581600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 673 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

78 674 601

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 /
78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 756 604

PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A
78 756 614 0,25, For Compressor with Piston Ø 77 mm.

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 /
60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W
87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 426 601

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1
87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 /
87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 109

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

1638

EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1670

EX; 15.028/ x 10 x 67 G1

81-1676

EX; 15.035/ x 10 x 67 G1

81-1672

EX; 15.228/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1673

EX; 15.528/ x 10 x 67 G1





cont...








TRW
EngineComponents





MERCEDES-BENZ


	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1609	IN; 15/ x 9 x 78 G1
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°	81-1666	IN; 15.028/ x 9 x 72 G1
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1674	IN; 15.035/ x 9 x 72 G1
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1627	IN; 15.1/ x 9 x 78 G1
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	81-1628	IN; 15.2/ x 9 x 78 G1
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°	81-1668	IN; 15.228/ x 9 x 72 G1
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	81-1675	IN; 15.235/ x 9 x 72 G1
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°	81-1669	IN; 15.528/ x 9 x 72 G1
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°		
	50 006 357	CAM		
	50 005 618			50 005 836 mot. 528530→


155	97									
	OM 353	976								
		07.1980→03.1987	D	A	6	5675 cm ³	2V	110 kW	150 PS	£ 16:1 
	MB-Trac 1500 turbo									

	90 276 700	Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 276 710 97,50 / 90 276 720 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
	92 581 600	Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 92 581 610 97,50 / 92 581 620 98,00 RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR → 80 00191 1 1 ... 3-ring piston

	80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
	80 00191 1 1 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00
	80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00

	90 276 970	Piston: 90276700; Cylinder liner: 89178190
	90 276 971	Piston: 90276700; Cylinder liner: 89069190
	90 276 972	Piston: 90276700; Cylinder liner: 89177190
	92 581 960	Piston: 92581600; Cylinder liner: 89178190
	92 581 961	Piston: 92581600; Cylinder liner: 89069190
	92 581 962	Piston: 92581600; Cylinder liner: 89177190

	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.

	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00 , Upper half without groove, For supercharged engines.
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25 , For Compressor with Piston Ø 77 mm.
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

cont...



87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00		
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50		
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed		
16122 1604 16106 1638 16136	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1676 81-1677 81-1609 81-1674 81-1627 81-1628 81-1675	EX; 15.035/ x 10 x 67 G1 EX; 15.235/ x 10 x 67 G1 IN; 15/ x 9 x 78 G1 IN; 15.035/ x 9 x 72 G1 IN; 15.1/ x 9 x 78 G1 IN; 15.2/ x 9 x 78 G1 IN; 15.235/ x 9 x 72 G1
50 004 886 50 004 879 92-16108 50 004 889 92-16131 92-16112 50 004 885 92-16114 92-16115	EX; 38.07 x 28 x 8.5; ST; 45° EX; 38.07 x 30 x 8.5; ST; 45° EX; 38.08 x 28 x 8.5; G1; 45° EX; 38.08 x 30 x 7.9; ST; 45° EX; 38.38 x 30 x 8.5; G1; 45° IN; 45.08 x 37 x 8.3; G1; 45° IN; 45.08 x 37 x 8.3; ST; 45° IN; 45.87 x 37 x 8.2; G1; 45° IN; 46.37 x 37 x 8.2; G1; 45°		
50 006 357	CAM		
50 005 617		50 005 836	

156	97
OM 353	977
U 435	1971 →
	D A 6 5675 cm³ 2V 124 kW 168 PS € 16:1 128

M

90 276 700	Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 276 710 97,50 / 90 276 720 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
92 581 600	Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 92 581 610 97,50 / 92 581 620 98,00 RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR → 80 00191 1 1 ... 3-ring piston
80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
80 00191 1 1 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00
80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
90 276 970	Piston: 90276700; Cylinder liner: 89178190
90 276 971	Piston: 90276700; Cylinder liner: 89069190
90 276 972	Piston: 90276700; Cylinder liner: 89177190
92 581 960	Piston: 92581600; Cylinder liner: 89178190
92 581 961	Piston: 92581600; Cylinder liner: 89069190
92 581 962	Piston: 92581600; Cylinder liner: 89177190
89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00

cont...



78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
81-1658	EX; 15/ x 10 x 73 G1
81-1631	EX; 15/ x 10 x 78 G1
81-1610	EX; 15/ x 9 x 73 G1
81-1670	EX; 15.028/ x 10 x 67 G1
81-1676	EX; 15.035/ x 10 x 67 G1
81-1694	EX; 15.1/ x 10 x 73 G1
81-1632	EX; 15.1/ x 10 x 78 G1
81-1659	EX; 15.2/ x 10 x 73 G1
81-1630	EX; 15.2/ x 9 x 73 G1
81-1672	EX; 15.228/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1673	EX; 15.528/ x 10 x 67 G1
81-1695	EX; 15.546/ x 10 x 73 G1
81-1609	IN; 15/ x 9 x 78 G1
81-1666	IN; 15.028/ x 9 x 72 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1627	IN; 15.1/ x 9 x 78 G1
81-1628	IN; 15.2/ x 9 x 78 G1
81-1668	IN; 15.228/ x 9 x 72 G1
81-1675	IN; 15.235/ x 9 x 72 G1
81-1669	IN; 15.528/ x 9 x 72 G1
50 005 618	
50 005 836	

M

157	97	
OM 353	978, 997	
	01.1975 → 02.1991	D A 6 5675 cm ³ 2V 124 kW 168 PS ϵ 16:1 128
90 276 700	Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 276 710 97,50 / 90 276 720 98,00	
	RTK	
	T6 3 CR G6	
	M 3	
	M 3	
	DSF 5,5 CR	
	S 5,5	
	→ 80 00109 1 0 ... , 80 00109 2 0 ...	
92 581 600	Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 92 581 610 97,50 / 92 581 620 98,00	
	RTK	
	T6 2,5 MO G6	
	M 2,5 MO	
	DSF 4 CR	
	→ 80 00191 1 1 ...	
	3-ring piston	











cont...



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

	80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
	80 00191 1 1 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00
	80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
	90 276 970	Piston: 90276700; Cylinder liner: 89178190
	90 276 971	Piston: 90276700; Cylinder liner: 89069190
	90 276 972	Piston: 90276700; Cylinder liner: 89177190
	92 581 960	Piston: 92581600; Cylinder liner: 89178190
	92 581 961	Piston: 92581600; Cylinder liner: 89069190
	92 581 962	Piston: 92581600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
	50 005 618	
	81-1670	EX; 15.028/ x 10 x 67 G1
	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1672	EX; 15.228/ x 10 x 67 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1673	EX; 15.528/ x 10 x 67 G1
	81-1609	IN; 15/ x 9 x 78 G1
	81-1666	IN; 15.028/ x 9 x 72 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1627	IN; 15.1/ x 9 x 78 G1
	81-1628	IN; 15.2/ x 9 x 78 G1
	81-1668	IN; 15.228/ x 9 x 72 G1
	81-1675	IN; 15.235/ x 9 x 72 G1
	81-1669	IN; 15.528/ x 9 x 72 G1
	50 005 836	mot. 528530→

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97



OM 353

985

11.1982 → 03.1987

D AN 6

5675 cm³

2V

70 kW

95 PS


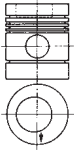
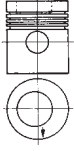
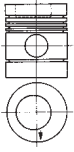
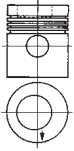



£ 17:1

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MB-Trac 1000



	90 274 800	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
	93 712 600	Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...
	93 794 700	Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5 93 794 710 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
	93 882 600	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4 93 882 630 97,50 / 93 882 640 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR → 80 00108 1 0 ... 4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used
	80 00108 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00
	80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
	80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
	90 274 980	Piston: 90274800; Cylinder liner: 89178190
	90 274 981	Piston: 90274800; Cylinder liner: 89069190
	90 274 982	Piston: 90274800; Cylinder liner: 89177190
	93 882 960	Piston: 93882600; Cylinder liner: 89178190
	93 882 961	Piston: 93882600; Cylinder liner: 89069190
	93 882 962	Piston: 93882600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00

cont...

M



TRW
EngineComponents



MERCEDES-BENZ

87 428 600 SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 428 610 0,25 / **87 428 620** 0,50 / **87 428 630** 0,75 / **87 428 640** 1,00 / **87 428 660** 1,50

50 009 108 Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

16122 EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
1604 EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
16106 EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
1638 EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
16136 IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III

81-1670 EX; 15.028/ x 10 x 67 G1
81-1676 EX; 15.035/ x 10 x 67 G1
81-1672 EX; 15.228/ x 10 x 67 G1
81-1677 EX; 15.235/ x 10 x 67 G1
81-1673 EX; 15.528/ x 10 x 67 G1
81-1609 IN; 15/ x 9 x 78 G1
81-1666 IN; 15.028/ x 9 x 72 G1
81-1674 IN; 15.035/ x 9 x 72 G1
81-1627 IN; 15.1/ x 9 x 78 G1
81-1628 IN; 15.2/ x 9 x 78 G1
81-1668 IN; 15.228/ x 9 x 72 G1
81-1675 IN; 15.235/ x 9 x 72 G1
81-1669 IN; 15.528/ x 9 x 72 G1

50 004 886 EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879 EX; 38.07 x 30 x 8.5; ST; 45°
92-16108 EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889 EX; 38.08 x 30 x 7.9; ST; 45°
92-16131 EX; 38.38 x 30 x 8.5; G1; 45°
92-16112 IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885 IN; 45.08 x 37 x 8.3; ST; 45°
92-16114 IN; 45.87 x 37 x 8.2; G1; 45°
92-16115 IN; 46.37 x 37 x 8.2; G1; 45°

50 005 843

159

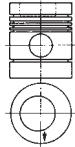
97

OM 353

989

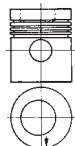
09.1975 → 05.1986 D AN 6 5675 cm³ 2V 96 kW 130 PS £ 17:1 128

90 274 800 Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 274 830 97,50 / **90 274 840** 98,00



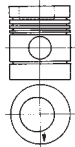
RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5
→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 712 600 Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4



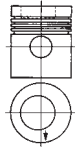
RTK
T6 3 CR G6
M 3
M 3
S 5,5
→ **80 00108 1 0 ...**

93 794 700 Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5
93 794 710 98,00



RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5
→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 882 600 Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / **93 882 640** 98,00



RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
→ **80 00108 1 0 ...**

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used

80 00108 1 0 000 Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]
80 00108 1 0 050 97,50 / **80 00108 1 0 100** 98,00

80 00109 1 0 000 Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 1 0 025 97,25 / **80 00109 1 0 050** 97,50 / **80 00109 1 0 100** 98,00

80 00109 2 0 000 Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]
80 00109 2 0 025 97,25 / **80 00109 2 0 050** 97,50 / **80 00109 2 0 075** 97,75 / **80 00109 2 0 100** 98,00

90 274 980 Piston: 90274800; Cylinder liner: 89178190
90 274 981 Piston: 90274800; Cylinder liner: 89069190
90 274 982 Piston: 90274800; Cylinder liner: 89177190

cont...



TRW
EngineComponents



MERCEDES-BENZ

93 882 960	Piston: 93882600; Cylinder liner: 89178190
93 882 961	Piston: 93882600; Cylinder liner: 89069190
93 882 962	Piston: 93882600; Cylinder liner: 89177190
89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00 , Upper half without groove, For supercharged engines.
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25 , For Compressor with Piston Ø 77 mm.
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
50 005 618	
81-1670	EX; 15.028/ x 10 x 67 G1
81-1676	EX; 15.035/ x 10 x 67 G1
81-1672	EX; 15.228/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1673	EX; 15.528/ x 10 x 67 G1
81-1609	IN; 15/ x 9 x 78 G1
81-1666	IN; 15.028/ x 9 x 72 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1627	IN; 15.1/ x 9 x 78 G1
81-1628	IN; 15.2/ x 9 x 78 G1
81-1668	IN; 15.228/ x 9 x 72 G1
81-1675	IN; 15.235/ x 9 x 72 G1
81-1669	IN; 15.528/ x 9 x 72 G1
50 005 843	

M

160	97
OM 353	991
D A 6 5675 cm ³ 2V 124 kW 168 PS £16:1 128	

90 276 700	Cyl. Ø: 97; KH: 65.2; VT1: -2.4; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 276 710 97,50 / 90 276 720 98,00
	RTK
	T6 3 CR G6
	M 3
	M 3
	DSF 5,5 CR
	S 5,5
	→ 80 00109 1 0 ... , 80 00109 2 0 ...
92 581 600	Cyl. Ø: 97; KH: 65.2; VT1: -2.2; MT: -20; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 92 581 610 97,50 / 92 581 620 98,00
	RTK
	T6 2,5 MO G6
	M 2,5 MO
	DSF 4 CR
	→ 80 00191 1 1 ...
	3-ring piston

cont...



TRW
EngineComponents



MERCEDES-BENZ

	80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
	80 00191 1 1 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00
	80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
	90 276 970	Piston: 90276700; Cylinder liner: 89178190
	90 276 971	Piston: 90276700; Cylinder liner: 89069190
	90 276 972	Piston: 90276700; Cylinder liner: 89177190
	92 581 960	Piston: 92581600; Cylinder liner: 89178190
	92 581 961	Piston: 92581600; Cylinder liner: 89069190
	92 581 962	Piston: 92581600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00 , Upper half without groove, For supercharged engines.
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25 , For Compressor with Piston Ø 77 mm.
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	1638	EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
	50 005 618	
	81-1670	EX; 15.028/ x 10 x 67 G1
	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1672	EX; 15.228/ x 10 x 67 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1673	EX; 15.528/ x 10 x 67 G1
	81-1609	IN; 15/ x 9 x 78 G1
	81-1666	IN; 15.028/ x 9 x 72 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1627	IN; 15.1/ x 9 x 78 G1
	81-1628	IN; 15.2/ x 9 x 78 G1
	81-1668	IN; 15.228/ x 9 x 72 G1
	81-1675	IN; 15.235/ x 9 x 72 G1
	81-1669	IN; 15.528/ x 9 x 72 G1
	50 005 836	

161

97



OM 353

995

02.1982 →

D

A

6

5675 cm³

2V

92 kW

125 PS


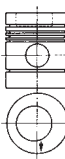
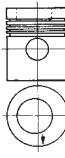





€ 16:1

128



U 1200, U 1250, U 1550



	90 274 800	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
	93 712 600	Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...
	93 794 700	Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5 93 794 710 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
	93 882 600	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4 93 882 630 97,50 / 93 882 640 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR → 80 00108 1 0 ... 4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used
	80 00108 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00
	80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
	80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
	90 274 980	Piston: 90274800; Cylinder liner: 89178190
	90 274 981	Piston: 90274800; Cylinder liner: 89069190
	90 274 982	Piston: 90274800; Cylinder liner: 89177190
	93 882 960	Piston: 93882600; Cylinder liner: 89178190
	93 882 961	Piston: 93882600; Cylinder liner: 89069190
	93 882 962	Piston: 93882600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 673 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
	78 674 601	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 756 604	PAIR PL-L STD Ø 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston Ø 77 mm.
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 426 601	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00

cont...



TRW
EngineComponents



MERCEDES-BENZ

87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108 50 009 109	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed Length: 230; counterbore: 65; piston pin: 36; conrod parallel, not toothed
16122 1604 16106 1638 16136	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III EX; 36 x 9 x 140.5 x S - Cr - 45° - VS - 5 - III IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
50 004 886 50 004 879 92-16108 50 004 889 92-16131 92-16112 50 004 885 92-16114 92-16115	EX; 38.07 x 28 x 8.5; ST; 45° EX; 38.07 x 30 x 8.5; ST; 45° EX; 38.08 x 28 x 8.5; G1; 45° EX; 38.08 x 30 x 7.9; ST; 45° EX; 38.38 x 30 x 8.5; G1; 45° IN; 45.08 x 37 x 8.3; G1; 45° IN; 45.08 x 37 x 8.3; ST; 45° IN; 45.87 x 37 x 8.2; G1; 45° IN; 46.37 x 37 x 8.2; G1; 45°
50 005 843	
	81-1670 EX; 15.028/ x 10 x 67 G1 81-1676 EX; 15.035/ x 10 x 67 G1 81-1672 EX; 15.228/ x 10 x 67 G1 81-1677 EX; 15.235/ x 10 x 67 G1 81-1673 EX; 15.528/ x 10 x 67 G1 81-1609 IN; 15/ x 9 x 78 G1 81-1666 IN; 15.028/ x 9 x 72 G1 81-1674 IN; 15.035/ x 9 x 72 G1 81-1627 IN; 15.1/ x 9 x 78 G1 81-1628 IN; 15.2/ x 9 x 78 G1 81-1668 IN; 15.228/ x 9 x 72 G1 81-1675 IN; 15.235/ x 9 x 72 G1 81-1669 IN; 15.528/ x 9 x 72 G1

162	97
OM 362	900/-500 06.1984 →
(1) Shortblock	D LA 6 5675 cm ³ 2V 128 (1)

93 750 600	Cyl. \varnothing : 97; KH: 65.2; MT: -21.5; M \varnothing : 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 93 750 610 97,50 / 93 750 620 98,00 RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR → 80 00191 1 1 ...
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80 00191 1 1 000	Cyl. \varnothing : 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00
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93 750 960	Piston: 93750600; Cylinder liner: 89178190
93 750 961	Piston: 93750600; Cylinder liner: 89069190
93 750 962	Piston: 93750600; Cylinder liner: 89177190

89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.

78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 673 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
78 674 601	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00, Upper half without groove, For supercharged engines.
78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.
78 756 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25, For Compressor with Piston \varnothing 77 mm.
87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 426 601	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50

50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
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cont...



TRW
EngineComponents



MERCEDES-BENZ

	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16153	IN; 43.87 x 34.5 x 7.8; G1; 30°
	92-16116	IN; 44.17 x 34.5 x 7.8; G1; 30°
163	97	
	OM 362	906, 909 - 910
		D LA 6 5675 cm ³ 2V 141 kW 192 PS ϵ 17:1 128
	93 750 600	Cyl. \varnothing : 97; KH: 65.2; MT: -21.5; M \varnothing : 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 93 750 610 97,50 / 93 750 620 98,00 RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR → 80 00191 1 1 ...
	80 00191 1 1 000	Cyl. \varnothing : 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00
	93 750 960	Piston: 93750600; Cylinder liner: 89178190
	93 750 961	Piston: 93750600; Cylinder liner: 89069190
	93 750 962	Piston: 93750600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
	78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 673 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 673 610 0,25 / 78 673 620 0,50 / 78 673 630 0,75 / 78 673 640 1,00
	78 674 601	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 78 674 604 STD / 78 674 611 0,25 / 78 674 614 0,25 / 78 674 621 0,50 / 78 674 624 0,50 / 78 674 631 0,75 / 78 674 634 0,75 / 78 674 641 1,00 / 78 674 644 1,00 , Upper half without groove, For supercharged engines.
	78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston \varnothing 94 mm.
	78 756 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 17.000 / 1.487 St/A 78 756 614 0,25 , For Compressor with Piston \varnothing 77 mm.
	87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 426 601	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.467 St/B/G1 87 426 604 STD / 87 426 611 0,25 / 87 426 613 0,25 / 87 426 614 0,25 / 87 426 621 0,50 / 87 426 623 0,50 / 87 426 624 0,50 / 87 426 631 0,75 / 87 426 633 0,75 / 87 426 634 0,75 / 87 426 641 1,00 / 87 426 643 1,00 / 87 426 644 1,00
	87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16155	IN; 43.87 x 34.5 x 7.4; G1
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST
	92-16153	IN; 43.87 x 34.5 x 7.8; G1; 30°
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	92-16116	IN; 44.17 x 34.5 x 7.8; G1; 30°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	81-1670	EX; 15.028/ x 10 x 67 G1
	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1672	EX; 15.228/ x 10 x 67 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1673	EX; 15.528/ x 10 x 67 G1
	81-1609	IN; 15/ x 9 x 78 G1
	81-1666	IN; 15.028/ x 9 x 72 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1627	IN; 15.1/ x 9 x 78 G1
	81-1628	IN; 15.2/ x 9 x 78 G1
	81-1668	IN; 15.228/ x 9 x 72 G1
	81-1675	IN; 15.235/ x 9 x 72 G1
	81-1669	IN; 15.528/ x 9 x 72 G1

cont...



50 006 357

CAM



50 005 618



50 005 836

164

97



OM 394

900-005 (AFS), 900-006 (AFS), 900-007 (AFS)

01.1976 →

D AN 4

3780 cm³

2V

48-57 kW

65-78 PS

ε 17:1

128



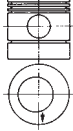
MB-Trac 700, MB-Trac 800



90 274 800

Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5

90 274 830 97,50 / 90 274 840 98,00



RTK, URK

T6 3 CR G6

M 3

M 3

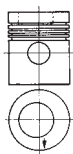
DSF 5,5 CR

S 5,5

→ 80 00109 1 0 ..., 80 00109 2 0 ...

93 712 600

Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4



RTK

T6 3 CR G6

M 3

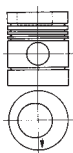
M 3

S 5,5

→ 80 00108 1 0 ...

93 794 700

Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5



93 794 710 98,00

RTK, URK

T6 3 CR G6

M 3

M 3

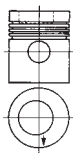
DSF 5,5 CR

S 5,5

→ 80 00109 1 0 ..., 80 00109 2 0 ...

93 882 600

Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4



93 882 630 97,50 / 93 882 640 98,00

RTK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

→ 80 00108 1 0 ...

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00



77 264 604


SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G




77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00


cont...




87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI		
87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B		
87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00		
 81-1670	EX; 15.028/ x 10 x 67 G1	 92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
81-1676	EX; 15.035/ x 10 x 67 G1	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
81-1672	EX; 15.228/ x 10 x 67 G1	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
81-1677	EX; 15.235/ x 10 x 67 G1	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
81-1673	EX; 15.528/ x 10 x 67 G1	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
81-1666	IN; 15.028/ x 9 x 72 G1		
81-1674	IN; 15.035/ x 9 x 72 G1		
81-1668	IN; 15.228/ x 9 x 72 G1		
81-1675	IN; 15.235/ x 9 x 72 G1		
81-1669	IN; 15.528/ x 9 x 72 G1		


 **50 005 843**


165  **97**
OM 394 **900-009 (AFS)**
D AN 4 3780 cm³ 2V 63 kW 85 PS ϵ 17:1  128
 **MB-Trac 900**



 93 750 600	Cyl. Ø: 97; KH: 65.2; MT: -21.5; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 93 750 610 97,50 / 93 750 620 98,00 RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR → 80 00191 1 1 ...
--	--

 80 00191 1 1 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00
---	--

 93 750 960	Piston: 93750600; Cylinder liner: 89178190
93 750 961	Piston: 93750600; Cylinder liner: 89069190
93 750 962	Piston: 93750600; Cylinder liner: 89177190

 89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.

 78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
77 264 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00
87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI
87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00

 81-1670	EX; 15.028/ x 10 x 67 G1	 92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
81-1676	EX; 15.035/ x 10 x 67 G1	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
81-1672	EX; 15.228/ x 10 x 67 G1	92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
81-1677	EX; 15.235/ x 10 x 67 G1	92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
81-1673	EX; 15.528/ x 10 x 67 G1	92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
81-1666	IN; 15.028/ x 9 x 72 G1		
81-1674	IN; 15.035/ x 9 x 72 G1		

cont...



81-1668	IN; 15.228/ x 9 x 72 G1
81-1675	IN; 15.235/ x 9 x 72 G1
81-1669	IN; 15.528/ x 9 x 72 G1

50 005 843

166

97

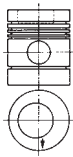
OM 396

900-005, 900-007, 900-008 (AFS), 900-009, 900-010, 900-011, 900-012, 900-020 (AFS), 900-021, 900-024, 900-026

D AN 6 5675 cm³ 2V 70-88 kW 95-120 PS £ 17:1 128



90 274 800



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 274 830 97,50 / 90 274 840 98,00

RTK, URK

T6 3 CR G6

M 3

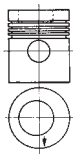
M 3

DSF 5,5 CR

S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 712 600



Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4

RTK

T6 3 CR G6

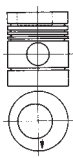
M 3

M 3

S 5,5

→ **80 00108 1 0 ...**

93 794 700



Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5
93 794 710 98,00

RTK, URK

T6 3 CR G6

M 3

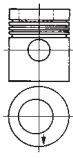
M 3

DSF 5,5 CR

S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / 93 882 640 98,00

RTK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

→ **80 00108 1 0 ...**

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00

77 265 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00

cont...



87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



81-1670	EX; 15.028/ x 10 x 67 G1
81-1676	EX; 15.035/ x 10 x 67 G1
81-1672	EX; 15.228/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1673	EX; 15.528/ x 10 x 67 G1
81-1666	IN; 15.028/ x 9 x 72 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1668	IN; 15.228/ x 9 x 72 G1
81-1675	IN; 15.235/ x 9 x 72 G1
81-1669	IN; 15.528/ x 9 x 72 G1



92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°



50 005 843

167

97



OM 396

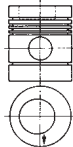
900-013, 900-014, 900-015, 900-016 (AFS)

D AN 6 5675 cm³ 2V 81-92 kW 110-125 PS ⚙ 17:1 🛢 128



90 274 800

Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5
90 274 830 97,50 / 90 274 840 98,00

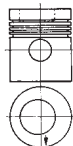


RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 712 600

Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4

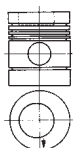


RTK
T6 3 CR G6
M 3
M 3
S 5,5

→ **80 00108 1 0 ...**

93 794 700

Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5

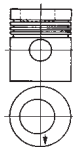


93 794 710 98,00
RTK, URK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR
S 5,5

→ **80 00109 1 0 ...**, **80 00109 2 0 ...**

93 882 600

Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4
93 882 630 97,50 / 93 882 640 98,00



RTK
T6 3 CR G6
M 3
M 3
DSF 5,5 CR

→ **80 00108 1 0 ...**

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

cont...





M




TRW
EngineComponents


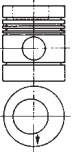
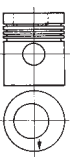
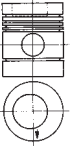




MERCEDES-BENZ

93 882 961	Piston: 93882600; Cylinder liner: 89069190
93 882 962	Piston: 93882600; Cylinder liner: 89177190
 89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.
 81-1670	EX; 15.028/ x 10 x 67 G1
81-1676	EX; 15.035/ x 10 x 67 G1
81-1672	EX; 15.228/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1673	EX; 15.528/ x 10 x 67 G1
81-1666	IN; 15.028/ x 9 x 72 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1668	IN; 15.228/ x 9 x 72 G1
81-1675	IN; 15.235/ x 9 x 72 G1
81-1669	IN; 15.528/ x 9 x 72 G1
 92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
 50 005 843	

168  **97**
OM 396 **900-017**

D AN 6 5675 cm³ 2V 88 kW 120 PS €17:1  128

 90 274 800	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
 93 712 600	Cyl. Ø: 97; KH: 64.3; MT: -20; MØ: 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...
 93 794 700	Cyl. Ø: 97.5; KH: 65; MT: -20; MØ: 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5 93 794 710 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
 93 882 600	Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4 93 882 630 97,50 / 93 882 640 98,00 RTK T6 3 CR G6 M 3 M 3 DSF 5,5 CR → 80 00108 1 0 ... 4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used
 80 00108 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5] 80 00108 1 0 050 97,50 / 80 00108 1 0 100 98,00
80 00109 1 0 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 1 0 025 97,25 / 80 00109 1 0 050 97,50 / 80 00109 1 0 100 98,00
80 00109 2 0 000	Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5] 80 00109 2 0 025 97,25 / 80 00109 2 0 050 97,50 / 80 00109 2 0 075 97,75 / 80 00109 2 0 100 98,00
 90 274 980	Piston: 90274800; Cylinder liner: 89178190
90 274 981	Piston: 90274800; Cylinder liner: 89069190
90 274 982	Piston: 90274800; Cylinder liner: 89177190
93 882 960	Piston: 93882600; Cylinder liner: 89178190
93 882 961	Piston: 93882600; Cylinder liner: 89069190
93 882 962	Piston: 93882600; Cylinder liner: 89177190





cont...






TRW
EngineComponents


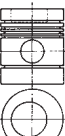
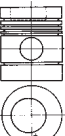


MERCEDES-BENZ

	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2			
	89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.			
	89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.			
	78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50			
	78 675 604	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00			
	78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.			
	78 925 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00			
	77 265 604	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00			
	87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD			
	87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B			
	87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm			
	87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm			
	87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50			
	81-1670	EX; 15.028/ x 10 x 67 G1		92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	81-1676	EX; 15.035/ x 10 x 67 G1		92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	81-1672	EX; 15.228/ x 10 x 67 G1		92-16155	IN; 43.87 x 34.5 x 7.4; G1
	81-1677	EX; 15.235/ x 10 x 67 G1		92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
	81-1673	EX; 15.528/ x 10 x 67 G1		92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
	81-1666	IN; 15.028/ x 9 x 72 G1		92-16115	IN; 46.37 x 37 x 8.2; G1; 45°
	81-1674	IN; 15.035/ x 9 x 72 G1			
	81-1668	IN; 15.228/ x 9 x 72 G1			
	81-1675	IN; 15.235/ x 9 x 72 G1			
	81-1669	IN; 15.528/ x 9 x 72 G1			

 **50 005 843**

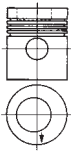
169		97
	OM 396	900-022 (AFS)
		D AN 6 5675 cm ³ 2V 88 kW 120 PS ϵ 17:1  128

	90 274 800	Cyl. \varnothing : 97; KH: 65.2; MT: -20; M \varnothing : 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 5 90 274 830 97,50 / 90 274 840 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...
	93 712 600	Cyl. \varnothing : 97; KH: 64.3; MT: -20; M \varnothing : 55; GL: 114.8; piston pin: 36x82.5; number of piston rings: 4 RTK T6 3 CR G6 M 3 M 3 S 5,5 → 80 00108 1 0 ...
	93 794 700	Cyl. \varnothing : 97.5; KH: 65; MT: -20; M \varnothing : 55; GL: 115.5; piston pin: 36x82.5; number of piston rings: 5 93 794 710 98,00 RTK, URK T6 3 CR G6 M 3 M 3 DSF 5,5 CR S 5,5 → 80 00109 1 0 ... , 80 00109 2 0 ...

cont...



93 882 600



Cyl. Ø: 97; KH: 65.2; MT: -20; MØ: 55; GL: 115.7; piston pin: 36x82.5; number of piston rings: 4

93 882 630 97,50 / **93 882 640** 98,00

RTK

T6 3 CR G6

M 3

M 3

DSF 5,5 CR

→ **80 00108 1 0 ...**

4-ring piston since 1972 in OM 352.900-700, since august 1973 generally used



80 00108 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [M 3] [DSF CR 5.5]

80 00108 1 0 050 97,50 / **80 00108 1 0 100** 98,00

80 00109 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 1 0 025 97,25 / **80 00109 1 0 050** 97,50 / **80 00109 1 0 100** 98,00

80 00109 2 0 000

Cyl. Ø: 97; Set: 2; [T6 G6 CR 3] [M 3] [N 3] [DSF CR 5.5] [S 5.5]

80 00109 2 0 025 97,25 / **80 00109 2 0 050** 97,50 / **80 00109 2 0 075** 97,75 / **80 00109 2 0 100** 98,00



90 274 980

Piston: 90274800; Cylinder liner: 89178190

90 274 981

Piston: 90274800; Cylinder liner: 89069190

90 274 982

Piston: 90274800; Cylinder liner: 89177190

93 882 960

Piston: 93882600; Cylinder liner: 89178190

93 882 961

Piston: 93882600; Cylinder liner: 89069190

93 882 962

Piston: 93882600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / **78 675 624** 0,50 / **78 675 634** 0,75 / **78 675 644** 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / **78 925 620** 0,50 / **78 925 630** 0,75 / **78 925 640** 1,00

77 265 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 265 614 0,25 / **77 265 624** 0,50 / **77 265 634** 0,75 / **77 265 644** 1,00

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 /

60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / **87 245 600 STD**

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 428 610 0,25 / **87 428 620** 0,50 / **87 428 630** 0,75 / **87 428 640** 1,00 / **87 428 660** 1,50



92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

170

97

OM 396

900-405 (AFS), 900-407, 900-409, 900-410, 900-415

01.1980 →

D AN 6

5675 cm³

2V

110-124 kW

150-168 PS

£17:1

128



93 750 600

Cyl. Ø: 97; KH: 65.2; MT: -21.5; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3

93 750 610 97,50 / **93 750 620** 98,00



RTK

T6 2,5 MO G6

M 2,5 MO

DSF 4 CR

→ **80 00191 1 1 ...**



80 00191 1 1 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4]

80 00191 1 1 050 97,50 / **80 00191 1 1 100** 98,00



93 750 960

Piston: 93750600; Cylinder liner: 89178190

93 750 961

Piston: 93750600; Cylinder liner: 89069190

93 750 962

Piston: 93750600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 178 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.

89 069 190

T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / **78 675 624** 0,50 / **78 675 634** 0,75 / **78 675 644** 1,00

cont...



TRW
EngineComponents



MERCEDES-BENZ

78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
81-1676	EX; 15.035/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1666	IN; 15.028/ x 9 x 72 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1668	IN; 15.228/ x 9 x 72 G1
81-1675	IN; 15.235/ x 9 x 72 G1
81-1669	IN; 15.528/ x 9 x 72 G1
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16155	IN; 43.87 x 34.5 x 7.4; G1
92-16112	IN; 45.08 x 37 x 8.3; G1; 45°
92-16114	IN; 45.87 x 37 x 8.2; G1; 45°
92-16115	IN; 46.37 x 37 x 8.2; G1; 45°

50 005 836

171	97
OM 396	900-473 03.1992 →
	D AN 6 5675 cm³ 2V 124 kW 168 PS ξ 17:1 128

93 750 600	Cyl. Ø: 97; KH: 65.2; MT: -21.5; MØ: 55; GL: 105.2; piston pin: 36x82.5; number of piston rings: 3 93 750 610 97,50 / 93 750 620 98,00
	RTK T6 2,5 MO G6 M 2,5 MO DSF 4 CR → 80 00191 1 1 ...

80 00191 1 1 000	Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IW 2.5] [DSF CR 4] 80 00191 1 1 050 97,50 / 80 00191 1 1 100 98,00
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93 750 960	Piston: 93750600; Cylinder liner: 89178190
93 750 961	Piston: 93750600; Cylinder liner: 89069190
93 750 962	Piston: 93750600; Cylinder liner: 89177190

89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 178 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2, with outside oversize 0,60 mm.
89 069 190	T - Dry cylinder liner; semi; A=103 C=106 L=222 H=5.2, with outside oversize 2,60 mm.

78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
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78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
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78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
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78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
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77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
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87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
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87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
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87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
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87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
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87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
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81-1676	EX; 15.035/ x 10 x 67 G1	92-16155	IN; 43.87 x 34.5 x 7.4; G1
81-1677	EX; 15.235/ x 10 x 67 G1		
81-1674	IN; 15.035/ x 9 x 72 G1		
81-1675	IN; 15.235/ x 9 x 72 G1		

50 005 836



TRW
EngineComponents



MERCEDES-BENZ

172

97,5



M 372 Euro 0

929

G 6 5958 cm³ 2V 63 kW 85 PS 133



81-1676 EX; 15.035/ x 10 x 67 G1
81-1677 EX; 15.235/ x 10 x 67 G1
81-1674 IN; 15.035/ x 9 x 72 G1
81-1675 IN; 15.235/ x 9 x 72 G1

173

97,5



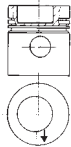
OM 304

900-001

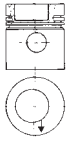
D A 4 3972 cm³ 2V 61 kW 83 PS ϵ 16,5:1 133



90 532 600 Cyl. \varnothing : 97.5; KH: 62.5; MT: -22.35; M \varnothing : 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3
90 532 610 98,00
 RTK
 T6 2,5 MO G6
 M 2,5 MO G3
 DSF 4 CR
 → **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



93 831 600 Cyl. \varnothing : 97.5; KH: 62.8; MT: -22.35; M \varnothing : 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3
93 831 610 98,00
 RTK
 T6 2,5 MO G6
 M 2,5 MO G3
 DSF 4 CR
 → **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



80 00192 1 1 000 Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 1 050 98,00

80 00192 1 2 000 Cyl. \varnothing : 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 2 050 98,00

80 00192 1 3 000 Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



90 532 960 Piston: 90532600; Cylinder liner: 89198190

90 532 961 Piston: 90532600; Cylinder liner: 89177190

93 831 960 Piston: 93831600; Cylinder liner: 89198190

93 831 961 Piston: 93831600; Cylinder liner: 89177190



89 177 190 T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190 T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190 T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600 PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00

78 675 604 PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G
78 675 614 0,25 / **78 675 624** 0,50 / **78 675 634** 0,75 / **78 675 644** 1,00

78 754 604 PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston \varnothing 94 mm.

78 925 600 PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 925 610 0,25 / **78 925 620** 0,50 / **78 925 630** 0,75 / **78 925 640** 1,00

77 264 604 SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G
77 264 614 0,25 / **77 264 624** 0,50 / **77 264 634** 0,75 / **77 264 644** 1,00

87 256 690 SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W

87 256 695 SEMI

87 355 693 SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B

87 355 793 SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893 SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 429 600 SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 429 610 0,25 / **87 429 620** 0,50 / **87 429 630** 0,75 / **87 429 640** 1,00



16106 EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100 IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16109 IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III



81-1676 EX; 15.035/ x 10 x 67 G1

81-1677 EX; 15.235/ x 10 x 67 G1

81-1674 IN; 15.035/ x 9 x 72 G1

81-1675 IN; 15.235/ x 9 x 72 G1



92-16108 EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889 EX; 38.08 x 30 x 7.9; ST; 45°

92-16131 EX; 38.38 x 30 x 8.5; G1; 45°

92-16155 IN; 43.87 x 34.5 x 7.4; G1

92-16153 IN; 43.87 x 34.5 x 7.8; G1; 30°

92-16116 IN; 44.17 x 34.5 x 7.8; G1; 30°



50 005 843



174

97,5



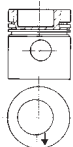
OM 304

900-010

D A 4 3972 cm³ 2V 61 kW 83 PS ϵ 16,5:1 133



90 532 600



Cyl. \varnothing : 97.5; KH: 62.5; MT: -22.35; M \varnothing : 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3

90 532 610 98,00

RTK

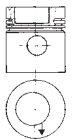
T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1** ..., **80 00192 1 2** ..., **80 00192 1 3** ...

93 831 600



Cyl. \varnothing : 97.5; KH: 62.8; MT: -22.35; M \varnothing : 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

93 831 610 98,00

RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1** ..., **80 00192 1 2** ..., **80 00192 1 3** ...



80 00192 1 1 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



90 532 960

Piston: 90532600; Cylinder liner: 89198190

90 532 961

Piston: 90532600; Cylinder liner: 89177190

93 831 960

Piston: 93831600; Cylinder liner: 89198190

93 831 961

Piston: 93831600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00

78 675 604

PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / **78 675 624** 0,50 / **78 675 634** 0,75 / **78 675 644** 1,00

78 754 604

PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston \varnothing 94 mm.

78 925 600

PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / **78 925 620** 0,50 / **78 925 630** 0,75 / **78 925 640** 1,00

77 264 604

SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 264 614 0,25 / **77 264 624** 0,50 / **77 264 634** 0,75 / **77 264 644** 1,00

87 256 690

SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W

87 256 695 SEMI

87 355 693

SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 429 600

SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 429 610 0,25 / **87 429 620** 0,50 / **87 429 630** 0,75 / **87 429 640** 1,00



16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III



81-1676

EX; 15.035/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1675

IN; 15.235/ x 9 x 72 G1



92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

92-16153

IN; 43.87 x 34.5 x 7.8; G1; 30°

92-16116

IN; 44.17 x 34.5 x 7.8; G1; 30°

M



175


97,5

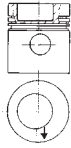
OM 304

900-401

06.1985→

D A 4 3972 cm³ 2V 85 kW 115 PS ϵ 16,5:1 \bar{H} 133

 **90 532 600**



Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3

90 532 610 98,00

RTK

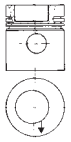
T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

93 831 600



Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

93 831 610 98,00


RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

 **80 00192 1 1 000**

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



90 532 960

Piston: 90532600; Cylinder liner: 89198190

90 532 961

Piston: 90532600; Cylinder liner: 89177190

93 831 960

Piston: 93831600; Cylinder liner: 89198190

93 831 961

Piston: 93831600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / **78 675 624** 0,50 / **78 675 634** 0,75 / **78 675 644** 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / **78 925 620** 0,50 / **78 925 630** 0,75 / **78 925 640** 1,00

77 264 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 264 614 0,25 / **77 264 624** 0,50 / **77 264 634** 0,75 / **77 264 644** 1,00

87 256 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W

87 256 695 SEMI

87 355 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 429 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 429 610 0,25 / **87 429 620** 0,50 / **87 429 630** 0,75 / **87 429 640** 1,00



16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III



81-1676

EX; 15.035/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1675

IN; 15.235/ x 9 x 72 G1



92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1



50 005 843

M



176

97,5



OM 304

900-410

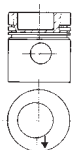
06.1985 →

D A 4 3972 cm³ 2V 85 kW 115 PS ϵ 16,5:1 \bar{h} 133



90 532 600

Cyl. \varnothing : 97.5; KH: 62.5; MT: -22.35; M \varnothing : 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3



90 532 610 98,00

RTK

T6 2,5 MO G6

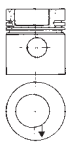
M 2,5 MO G3

DSF 4 CR

→ 80 00192 1 1 ..., 80 00192 1 2 ..., 80 00192 1 3 ...

93 831 600

Cyl. \varnothing : 97.5; KH: 62.8; MT: -22.35; M \varnothing : 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3



93 831 610 98,00

RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ 80 00192 1 1 ..., 80 00192 1 2 ..., 80 00192 1 3 ...



80 00192 1 1 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



90 532 960

Piston: 90532600; Cylinder liner: 89198190

90 532 961

Piston: 90532600; Cylinder liner: 89177190

93 831 960

Piston: 93831600; Cylinder liner: 89198190

93 831 961

Piston: 93831600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00

78 675 604

PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00

78 754 604

PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.

78 925 600

PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00

77 264 604

SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00

87 256 690

SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W

87 256 695 SEMI

87 355 693

SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 429 600

SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00



16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III



81-1676

EX; 15.035/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1675

IN; 15.235/ x 9 x 72 G1



92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

177

97,5



OM 306 Euro 0

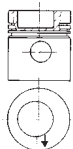
900-016 (ZA), 900-017 (ZA), 900-018 (ZA)

D A 6 5958 cm³ 2V 92 kW 125 PS ϵ 16,5:1 \bar{h} 133



90 532 600

Cyl. \varnothing : 97.5; KH: 62.5; MT: -22.35; M \varnothing : 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3



90 532 610 98,00

RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ 80 00192 1 1 ..., 80 00192 1 2 ..., 80 00192 1 3 ...

cont...

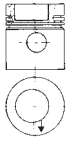


TRW
EngineComponents



MERCEDES-BENZ

93 831 600



Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

93 831 610 98,00

RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

80 00192 1 1 000



Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



90 532 960

Piston: 90532600; Cylinder liner: 89198190

90 532 961

Piston: 90532600; Cylinder liner: 89177190

93 831 960

Piston: 93831600; Cylinder liner: 89198190

93 831 961

Piston: 93831600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00

77 265 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W;

NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50

M



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1676

EX; 15.035/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1609

IN; 15/ x 9 x 78 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1627

IN; 15.1/ x 9 x 78 G1

81-1628

IN; 15.2/ x 9 x 78 G1

81-1675

IN; 15.235/ x 9 x 72 G1



92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

92-16153

IN; 43.87 x 34.5 x 7.8; G1; 30°

92-16116

IN; 44.17 x 34.5 x 7.8; G1; 30°



50 006 356

CAM



50 005 843

178

97,5



OM 306 Euro 0

900-413 (ZA), 900-414, 900-415, 900-416 (ZA), 900-417

05.1988 →

D

A

6

5958 cm³

2V

125 kW

170 PS

€ 16,5:1

133



90 532 600

Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3

90 532 610 98,00

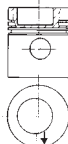
RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

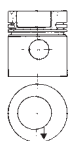
→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



cont...



93 831 600



Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

93 831 610 98,00

RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



90 532 960

Piston: 90532600; Cylinder liner: 89198190

90 532 961

Piston: 90532600; Cylinder liner: 89177190

93 831 960

Piston: 93831600; Cylinder liner: 89198190

93 831 961

Piston: 93831600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00

77 265 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 /

60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



81-1676

EX; 15.035/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1675

IN; 15.235/ x 9 x 72 G1



92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

50 005 836



179

97,5



OM 306 Euro 0

900-510 (ZA)

D LA 6 5958 cm³ 2V 177 kW 240 PS

133



92 525 700

Cyl. Ø: 97.5; KH: 62.8; MT: -22.6; MØ: 54.65; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3



RTK, TPL

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



92 525 970

Piston: 92525700; Cylinder liner: 89177190

92 525 971

Piston: 92525700; Cylinder liner: 89543190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2




cont...





TRW
EngineComponents





MERCEDES-BENZ








	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1	
		78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50	
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G	
		78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00	
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A	
		78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.	
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1	
		78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00	
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G	
		77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00	
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W	
		87 245 695 SEMI / 87 245 600 STD	
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B	
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm	
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm	
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1	
		87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50	
	81-1676	EX; 15.035/ x 10 x 67 G1	
	81-1677	EX; 15.235/ x 10 x 67 G1	92-16108 EX; 38.08 x 28 x 8.5; G1; 45°
	81-1674	IN; 15.035/ x 9 x 72 G1	50 004 889 EX; 38.08 x 30 x 7.9; ST; 45°
	81-1675	IN; 15.235/ x 9 x 72 G1	92-16131 EX; 38.38 x 30 x 8.5; G1; 45°
			92-16155 IN; 43.87 x 34.5 x 7.4; G1

 **50 005 836**

180	 97,5	
	OM 354 Euro 2	900 - 903, 920
		03.1994 →
		D LA 4 3972 cm³ 2V 77-103 kW 105-140 PS £18:1 H 133

	94 333 600	Cyl. Ø: 97.5; KH: 63; MT: -23; MØ: 54.46; GL: 108; piston pin: 36x82.5; number of piston rings: 3
		RTK, TPL
		T6 2,5 MO G6
		M 2,5 MO G3
		DSF 4 CR
		→ 80 00192 1 3 ...

M

	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]
		80 00192 1 1 050 98,00
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]
		80 00192 1 2 050 98,00
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
	94 333 961	Piston: 94333600; Cylinder liner: 89543190
	94 333 969	Piston: 94333600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
		78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
		78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
		78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
		78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 264 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
		77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00
	87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W
		87 256 695 SEMI
	87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
		87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod

	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676	EX; 15.035/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1677	EX; 15.235/ x 10 x 67 G1
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III		81-1674	IN; 15.035/ x 9 x 72 G1


cont...



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1675	IN; 15.235/ x 9 x 72 G1
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	 50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
		92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
		50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
		92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
		92-16155	IN; 43.87 x 34.5 x 7.4; G1
		50 004 878	IN; 43.87 x 34.5 x 7.4; ST
		50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
		50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°



50 005 633



50 005 843

181	 97,5	921 - 925									
	OM 354 Euro 2	03.1994 →	D	LA	4	3972 cm³	2V	103 kW	140 PS	ε 18:1	133



94 333 600

Cyl. Ø: 97.5; KH: 63; MT: -23; MØ: 54.46; GL: 108; piston pin: 36x82.5; number of piston rings: 3



RTK, TPL

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



94 333 961

Piston: 94333600; Cylinder liner: 89543190

94 333 969

Piston: 94333600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00

77 264 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00

87 256 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W
87 256 695 SEMI

87 355 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 429 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 107

Length: 230; counterbore: 65; piston pin: 36; keystone conrod



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

50 004 878

IN; 43.87 x 34.5 x 7.4; ST

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°



50 005 633



50 005 843



182

97,5



OM 354 Euro 2

926

09.1995 →

D

LA

4

3972 cm³

2V

103 kW

140 PS

133



U 130, U 140



94 333 600

Cyl. Ø: 97.5; KH: 63; MT: -23; MØ: 54.46; GL: 108; piston pin: 36x82.5; number of piston rings: 3

RTK, TPL

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 3 ...**

80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



94 333 961

Piston: 94333600; Cylinder liner: 89543190



94 333 969

Piston: 94333600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2



89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed



50 009 107

Length: 230; counterbore: 65; piston pin: 36; keystone conrod

16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1676

EX; 15.035/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1675

IN; 15.235/ x 9 x 72 G1



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

50 004 878

IN; 43.87 x 34.5 x 7.4; ST

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°



50 005 633



50 005 843

183

97,5



OM 356 Euro 1

901 - 911, 915

02.1992 →

D

AN

6

5958 cm³

2V

95-97 kW

129-132 PS

£ 17,25:1 133



91 550 600

Cyl. Ø: 97.5; KH: 62.8; MT: -22.38; MØ: 43.4; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

RTK

R 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00526 1 0 ...**



91 551 610

Cyl. Ø: 98; KH: 62.5; MT: -22.38; MØ: 43.4; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3

RTK

R 2,5 MO G6

M 2,5 MO G3

DSF 4 CR



80 00526 1 0 000

Cyl. Ø: 97.5; Set: 1; [R G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



91 550 960

Piston: 91550600; Cylinder liner: 89177190



91 550 961

Piston: 91550600; Cylinder liner: 89543190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2



89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
78 675 614 0,25 / **78 675 624** 0,50 / **78 675 634** 0,75 / **78 675 644** 1,00

cont...



TRW
EngineComponents



MERCEDES-BENZ

78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108 Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed



16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1676	EX; 15.035/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1609	IN; 15/ x 9 x 78 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1627	IN; 15.1/ x 9 x 78 G1
81-1628	IN; 15.2/ x 9 x 78 G1
81-1675	IN; 15.235/ x 9 x 72 G1



50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16155	IN; 43.87 x 34.5 x 7.4; G1
50 004 878	IN; 43.87 x 34.5 x 7.4; ST
92-16153	IN; 43.87 x 34.5 x 7.8; G1; 30°
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
92-16116	IN; 44.17 x 34.5 x 7.8; G1; 30°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°



50 006 356 CAM



50 005 629



50 005 843

184

97,5



OM 356 Euro 1

912, 914

01.1988 →

D AN 6 5958 cm³ 2V 81-92 kW 102-110 PS €17,25:1 133

OM 366 Euro 1

911 (TUR), 915

01.1988 →

D AN 6 5958 cm³ 2V 96 kW 102-130 PS 133



U 1000, U 1150, U 900



91 550 600 Cyl. Ø: 97.5; KH: 62.8; MT: -22.38; MØ: 43.4; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3



RTK

R 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00526 1 0 ...**



91 551 610

Cyl. Ø: 98; KH: 62.5; MT: -22.38; MØ: 43.4; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3



RTK

R 2,5 MO G6

M 2,5 MO G3

DSF 4 CR



80 00526 1 0 000 Cyl. Ø: 97.5; Set: 1; [R G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



91 550 960 Piston: 91550600; Cylinder liner: 89177190

91 550 961 Piston: 91550600; Cylinder liner: 89543190



89 177 190 T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 543 190 T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2


cont...






TRW
EngineComponents





MERCEDES-BENZ

	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
	78 672 610	0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
		78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
		78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
		78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
		77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W
		87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
		87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50


 **50 009 108** Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676	EX; 15.035/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1677	EX; 15.235/ x 10 x 67 G1
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III		81-1609	IN; 15/ x 9 x 78 G1
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1674	IN; 15.035/ x 9 x 72 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1627	IN; 15.1/ x 9 x 78 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1628	IN; 15.2/ x 9 x 78 G1
				81-1675	IN; 15.235/ x 9 x 72 G1

	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16155	IN; 43.87 x 34.5 x 7.4; G1
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST
	92-16153	IN; 43.87 x 34.5 x 7.8; G1; 30°
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	92-16116	IN; 44.17 x 34.5 x 7.8; G1; 30°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	50 006 356	CAM

 **50 005 843**

185

 **97,5**





OM 356 Euro 1	913	1992 →	D	AN	6	5958 cm³	2V	100 kW	136 PS	£ 17,25:1	133
OM 366 Euro 0	905 - 910, 912 - 914, 918 - 919, 930 - 933, 935 - 937, 940	03.1987 →	D	AN	6	5958 cm³	2V	74-102 kW	101-139 PS		133
OM 366 Euro 1	938		D	AN	6	5958 cm³	2V	92-102 kW	125-139 PS	£ 19:1	133
OM 382 Euro 0	912		D	AN	6	5958 cm³	2V	100 kW	136 PS	£ 17,25:1	133



MB-Trac 1000, MB-Trac 1100



93 951 600	Cyl. Ø: 97.5; KH: 62.8; MT: -24.3; MØ: 48; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3										
	93 951 610	98,00									
	RTK										
	T6	2,5	MO	G6							
	M	2,5		G3							
	DSF	4	CR								
	→ 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...										
	exchangeable only in sets										

cont...



TRW
EngineComponents






MERCEDES-BENZ







	93 964 600	Cyl. Ø: 97.5; KH: 62.5; MT: -24.3; MØ: 48; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3
	93 964 610 98,00	RTK
	93 964 610 98,00	T6 2,5 MO G6
	93 964 610 98,00	M 2,5 G3
	93 964 610 98,00	DSF 4 CR
	93 964 610 98,00	→ 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...
	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]
	80 00192 1 1 050 98,00	
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]
	80 00192 1 2 050 98,00	
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
	93 951 960	Piston: 93951600; Cylinder liner: 89198190
	93 951 961	Piston: 93951600; Cylinder liner: 89177190
	93 964 960	Piston: 93964600; Cylinder liner: 89198190
	93 964 961	Piston: 93964600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
	78 672 600	78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
	78 675 604	78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
	78 754 604	78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
	78 925 600	78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
	77 265 604	77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W
	87 245 690	87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
	87 428 600	87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16155	IN; 43.87 x 34.5 x 7.4; G1
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST
	92-16153	IN; 43.87 x 34.5 x 7.8; G1; 30°
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	92-16116	IN; 44.17 x 34.5 x 7.8; G1; 30°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	50 006 356	CAM
	50 005 629	
	50 005 843	

























M

186		97,5
	OM 356 Euro 1	916
D	AN 6	5958 cm ³
2V	97 kW	132 PS
€ 17,25:1		133









	91 550 600	Cyl. Ø: 97.5; KH: 62.8; MT: -22.38; MØ: 43.4; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 RTK R 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00526 1 0 ...
 	91 551 610	Cyl. Ø: 98; KH: 62.5; MT: -22.38; MØ: 43.4; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3 RTK R 2,5 MO G6 M 2,5 MO G3 DSF 4 CR

	80 00526 1 0 000	Cyl. Ø: 97.5; Set: 1; [R G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
	91 550 960	Piston: 91550600; Cylinder liner: 89177190
	91 550 961	Piston: 91550600; Cylinder liner: 89543190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676	EX; 15.035/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1677	EX; 15.235/ x 10 x 67 G1
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III		81-1609	IN; 15/ x 9 x 78 G1
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1674	IN; 15.035/ x 9 x 72 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1627	IN; 15.1/ x 9 x 78 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1628	IN; 15.2/ x 9 x 78 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°		81-1675	IN; 15.235/ x 9 x 72 G1
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°			
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°			
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°			
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°			
	92-16155	IN; 43.87 x 34.5 x 7.4; G1			
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST			
	92-16153	IN; 43.87 x 34.5 x 7.8; G1; 30°			
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°			
	92-16116	IN; 44.17 x 34.5 x 7.8; G1; 30°			
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°			

	50 006 356	CAM
	50 005 629	
	50 005 843	

187		97,5
	OM 356 Euro 0	940 09.1989 → 08.1993 D A 6 5958 cm³ 2V 116-129 kW 158-175 PS £17,25:1 133
	OM 356 Euro 0	984 - 985 07.1985 → D LA 6 5958 cm³ 2V 150-155 kW 204-211 PS £16,5:1 133
	OM 366 Euro 0	954 03.1987 → 12.1992 D A 6 5958 cm³ 2V 115 kW 156 PS £16,5:1 133
	OM 366 Euro 0	980 - 981, 983, 988, 990, 992 - 997 D LA 6 5958 cm³ 2V 146-155 kW 199-211 PS 133
	MB-Trac 1600 turbo	

	90 532 600	Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3 90 532 610 98,00 RTK T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00192 1 1 ..., 80 00192 1 2 ..., 80 00192 1 3 ...
 		

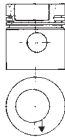











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TRW
EngineComponents



MERCEDES-BENZ

	93 831 600 93 831 610 98,00 RTK T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...	Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3
	80 00192 1 1 000 80 00192 1 1 050 98,00 80 00192 1 2 000 80 00192 1 2 050 98,00 80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]
	90 532 960 90 532 961 93 831 960 93 831 961	Piston: 90532600; Cylinder liner: 89198190 Piston: 90532600; Cylinder liner: 89177190 Piston: 93831600; Cylinder liner: 89198190 Piston: 93831600; Cylinder liner: 89177190
	89 177 190 89 198 190 89 543 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2 T - Dry cylinder liner; semi; A=100.4 L=224 T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600 78 675 604 78 754 604 78 925 600 77 265 604 87 245 690 87 354 693 87 354 793 87 354 893 87 428 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50 PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00 PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm. PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00 SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00 SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	16122 16106 261100 16130 16109 16136	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	81-1676 81-1677 81-1609 81-1674 81-1627 81-1628 81-1675	EX; 15.035/ x 10 x 67 G1 EX; 15.235/ x 10 x 67 G1 IN; 15/ x 9 x 78 G1 IN; 15.035/ x 9 x 72 G1 IN; 15.1/ x 9 x 78 G1 IN; 15.2/ x 9 x 78 G1 IN; 15.235/ x 9 x 72 G1
	50 004 886 50 004 879 92-16108 50 004 889 92-16131 92-16155 50 004 878 50 004 877 50 004 885	EX; 38.07 x 28 x 8.5; ST; 45° EX; 38.07 x 30 x 8.5; ST; 45° EX; 38.08 x 28 x 8.5; G1; 45° EX; 38.08 x 30 x 7.9; ST; 45° EX; 38.38 x 30 x 8.5; G1; 45° IN; 43.87 x 34.5 x 7.4; G1 IN; 43.87 x 34.5 x 7.4; ST IN; 43.87 x 34.5 x 7.8; ST; 30° IN; 45.08 x 37 x 8.3; ST; 45°
	50 006 357	CAM
	50 005 629	
	50 005 836	

188		97,5	OM 356 Euro 1	941, 943, 945 - 949, 951 - 953, 958 - 959	02.1992 →	D	A	6	5958 cm ³	2V	116-121 kW	158-165 PS		133	
			OM 366 Euro 1	941 - 943		D	A	6	5958 cm ³	2V	116 kW	158 PS	€ 18:1		133



TRW
EngineComponents



MERCEDES-BENZ

	91 598 600	Cyl. Ø: 97.5; KH: 62.8; MT: -23; MØ: 54.25; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 RTK T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...
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	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]

	91 598 960	Piston: 91598600; Cylinder liner: 89177190
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	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
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	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50

M

	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
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	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676	EX; 15.035/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1677	EX; 15.235/ x 10 x 67 G1
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III		81-1609	IN; 15/ x 9 x 78 G1
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1674	IN; 15.035/ x 9 x 72 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1627	IN; 15.1/ x 9 x 78 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1628	IN; 15.2/ x 9 x 78 G1
				81-1675	IN; 15.235/ x 9 x 72 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°			
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°			
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°			
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°			
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°			
	92-16155	IN; 43.87 x 34.5 x 7.4; G1			
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST			
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°			
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°			

	50 006 357	CAM
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	50 005 629		50 005 836
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189		97,5									
	OM 356 Euro 1	944									
		12.1992 → 12.1993	D	A	6	5958 cm³	2V	116 kW	158 PS	£ 16,5:1	133

	91 598 600	Cyl. Ø: 97.5; KH: 62.8; MT: -23; MØ: 54.25; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 RTK T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...
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cont...



TRW
EngineComponents



MERCEDES-BENZ

	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
	80 00517 1 0 000	Cyl. Ø: 104; Set: 1; [T15 G6 MO 3.5] [M G3 IWU 2.5] [DSF CR 4]
	91 598 960	Piston: 91598600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	171107	EX; 38.3 x 9 x 141.2 x RA/S - Cr - 45° - 1 - III
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	171019	IN; 46 x 9 x 141.2 x S - Cr - 30° - Y - 1 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16155	IN; 43.87 x 34.5 x 7.4; G1
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	50 006 357	CAM
	50 005 606	
	50 005 629	
	50 005 836	

	KK-9H	
	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1609	IN; 15/ x 9 x 78 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1627	IN; 15.1/ x 9 x 78 G1
	81-1628	IN; 15.2/ x 9 x 78 G1
	81-1675	IN; 15.235/ x 9 x 72 G1

M

190 **97,5**

OM 356 Euro 1 **950, 954 - 955, 957**
01.1988 → D A 6 5958 cm³ 2V 92-125 kW 125-170 PS

U 1200, U 1250, U 1300, U 1350, U 1400, U 1450, U 1550, U 1600, U 1650, U 1700, U 1750

	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

cont...



TRW
EngineComponents



MERCEDES-BENZ

	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16155	IN; 43.87 x 34.5 x 7.4; G1
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	50 006 357	CAM
	50 005 836	
	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1609	IN; 15/ x 9 x 78 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1627	IN; 15.1/ x 9 x 78 G1
	81-1628	IN; 15.2/ x 9 x 78 G1
	81-1675	IN; 15.235/ x 9 x 72 G1

M

191		97,5								
	OM 356 Euro 1	956								
		09.1991→04.2000	D	A	6	5958 cm³	2V	115 kW	156 PS	£ 18:1
	U 1400, U 1450, U 1550, U 1600, U 1650									133
	91 598 600	Cyl. Ø: 97.5; KH: 62.8; MT: -23; MØ: 54.25; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 RTK T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...								
	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00								
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00								
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]								
	91 598 960	Piston: 91598600; Cylinder liner: 89177190								
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2								
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50								
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00								
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.								
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00								
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00								






cont...



TRW
EngineComponents




MERCEDES-BENZ






	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16155	IN; 43.87 x 34.5 x 7.4; G1
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	50 006 357	CAM
	50 005 836	



81-1676	EX; 15.035/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1609	IN; 15/ x 9 x 78 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1627	IN; 15.1/ x 9 x 78 G1
81-1628	IN; 15.2/ x 9 x 78 G1
81-1675	IN; 15.235/ x 9 x 72 G1

192  **97,5**
OM 356 Euro 1 **977 (TUR)**
 03.1992 → D LA 6 5958 cm³ 2V 177 kW 240 PS ⚙️ 16,5:1 🛢️ 133

M

	92 525 700	Cyl. Ø: 97.5; KH: 62.8; MT: -22.6; MØ: 54.65; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 RTK, TPL T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR
	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
	92 525 970	Piston: 92525700; Cylinder liner: 89177190
	92 525 971	Piston: 92525700; Cylinder liner: 89543190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

cont...



TRW
EngineComponents



MERCEDES-BENZ

	87 354 893 87 428 600	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	16122 16106 261100 16130 16109 16136	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886 50 004 879 92-16108 50 004 889 92-16131 92-16155 50 004 878 50 004 877 50 004 885	EX; 38.07 x 28 x 8.5; ST; 45° EX; 38.07 x 30 x 8.5; ST; 45° EX; 38.08 x 28 x 8.5; G1; 45° EX; 38.08 x 30 x 7.9; ST; 45° EX; 38.38 x 30 x 8.5; G1; 45° IN; 43.87 x 34.5 x 7.4; G1 IN; 43.87 x 34.5 x 7.4; ST IN; 43.87 x 34.5 x 7.8; ST; 30° IN; 45.08 x 37 x 8.3; ST; 45°
	50 006 357	CAM
	50 005 836	

	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1609	IN; 15/ x 9 x 78 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1627	IN; 15.1/ x 9 x 78 G1
	81-1628	IN; 15.2/ x 9 x 78 G1
	81-1675	IN; 15.235/ x 9 x 72 G1

193 **97,5**

OM 356 Euro 1 **978, 980**
03.1990 → **D LA 6** 5958 cm³ 2V 155-177 kW 211-240 PS € 16,5:1 133






U 1550, U 1600, U 1650, U 2100, U 2150, U 2400, U 2450

M


	92 525 700	Cyl. Ø: 97.5; KH: 62.8; MT: -22.6; MØ: 54.65; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 RTK, TPL T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR
	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
	92 525 970	Piston: 92525700; Cylinder liner: 89177190
	92 525 971	Piston: 92525700; Cylinder liner: 89543190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50




cont...








	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed		
	50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod		
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676 EX; 15.035/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1677 EX; 15.235/ x 10 x 67 G1
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III		81-1609 IN; 15/ x 9 x 78 G1
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1674 IN; 15.035/ x 9 x 72 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1627 IN; 15.1/ x 9 x 78 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1628 IN; 15.2/ x 9 x 78 G1
				81-1675 IN; 15.235/ x 9 x 72 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°		
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°		
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°		
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°		
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°		
	92-16155	IN; 43.87 x 34.5 x 7.4; G1		
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST		
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°		
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°		
	50 006 357	CAM		

	50 005 836			
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194		97,5									
	OM 356 Euro 1	979, 983, 986 - 987, 989 - 996									
		01.1991 →	D	LA	6	5958 cm³	2V	155-177 kW	211-240 PS	⊗ 16,5:1	🛢 133
	OM 366 Euro 1	999									
			D	LA	6	5958 cm³	2V	170 kW	231 PS	⊗ 17,25:1	🛢 133

	92 525 700	Cyl. Ø: 97.5; KH: 62.8; MT: -22.6; MØ: 54.65; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3
		RTK, TPL
		T6 2,5 MO G6
		M 2,5 MO G3
		DSF 4 CR

	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]
	80 00192 1 1 050	98,00
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]
	80 00192 1 2 050	98,00
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
	92 525 970	Piston: 92525700; Cylinder liner: 89177190
	92 525 971	Piston: 92525700; Cylinder liner: 89543190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
	78 672 610	0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
	78 675 614	0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
	78 754 614	0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
	78 925 610	0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
	77 265 614	0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W
	87 245 695	SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
	87 428 610	0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50

	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod

cont...











TRW
EngineComponents



MERCEDES-BENZ

	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676	EX; 15.035/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1677	EX; 15.235/ x 10 x 67 G1
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III		81-1609	IN; 15/ x 9 x 78 G1
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1674	IN; 15.035/ x 9 x 72 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1627	IN; 15.1/ x 9 x 78 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1628	IN; 15.2/ x 9 x 78 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°		81-1675	IN; 15.235/ x 9 x 72 G1
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°			
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°			
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°			
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°			
	92-16155	IN; 43.87 x 34.5 x 7.4; G1			
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST			
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°			
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°			
	50 006 357	CAM			
	50 005 629			50 005 836	

195

 **97,5**



OM 356 Euro 1

981

05.1991 →

D

LA

6

5958 cm³

2V

127 kW

173 PS

£ 18:1

 133



U 1750



93 951 600

Cyl. Ø: 97.5; KH: 62.8; MT: -24.3; MØ: 48; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

93 951 610 98,00

RTK

T6 2,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

exchangeable only in sets

93 964 600

Cyl. Ø: 97.5; KH: 62.5; MT: -24.3; MØ: 48; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3

93 964 610 98,00

RTK

T6 2,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



93 951 960

Piston: 93951600; Cylinder liner: 89198190

93 951 961

Piston: 93951600; Cylinder liner: 89177190

93 964 960

Piston: 93964600; Cylinder liner: 89198190

93 964 961

Piston: 93964600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00

77 265 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

cont...




TRW
EngineComponents





MERCEDES-BENZ

- 87 354 793** SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
- 87 354 893** SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
- 87 428 600** SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 428 610 0,25 / **87 428 620** 0,50 / **87 428 630** 0,75 / **87 428 640** 1,00 / **87 428 660** 1,50

 **50 009 108** Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

-  **16122** EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
- 16106** EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
- 261100** IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
- 16130** IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
- 16109** IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
- 16136** IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III


-  **81-1676** EX; 15.035/ x 10 x 67 G1
- 81-1677** EX; 15.235/ x 10 x 67 G1
- 81-1609** IN; 15/ x 9 x 78 G1
- 81-1674** IN; 15.035/ x 9 x 72 G1
- 81-1627** IN; 15.1/ x 9 x 78 G1
- 81-1628** IN; 15.2/ x 9 x 78 G1
- 81-1675** IN; 15.235/ x 9 x 72 G1

-  **50 004 886** EX; 38.07 x 28 x 8.5; ST; 45°
- 50 004 879** EX; 38.07 x 30 x 8.5; ST; 45°
- 92-16108** EX; 38.08 x 28 x 8.5; G1; 45°
- 50 004 889** EX; 38.08 x 30 x 7.9; ST; 45°
- 92-16131** EX; 38.38 x 30 x 8.5; G1; 45°
- 92-16155** IN; 43.87 x 34.5 x 7.4; G1
- 50 004 878** IN; 43.87 x 34.5 x 7.4; ST
- 50 004 877** IN; 43.87 x 34.5 x 7.8; ST; 30°
- 50 004 885** IN; 45.08 x 37 x 8.3; ST; 45°

 **50 006 357** CAM

 **50 005 836**

196


 **97,5**

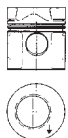


OM 356 Euro 1


988

D LA 6 5958 cm³ 2V 177 kW 240 PS ⚙ 16,5:1 🛢 133

 **92 525 700** Cyl. Ø: 97.5; KH: 62.8; MT: -22.6; MØ: 54.65; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3




RTK, TPL
T6 2,5 MO G6
M 2,5 MO G3
DSF 4 CR


 **80 00192 1 1 000** Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 1 050 98,00

80 00192 1 2 000 Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 2 050 98,00

80 00192 1 3 000 Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]

 **92 525 970** Piston: 92525700; Cylinder liner: 89177190


92 525 971 Piston: 92525700; Cylinder liner: 89543190


 **89 177 190** T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2


89 198 190 T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190 T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2

 **50 009 107** Length: 230; counterbore: 65; piston pin: 36; keystone conrod

-  **16106** EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
- 261100** IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

-  **81-1676** EX; 15.035/ x 10 x 67 G1
- 81-1677** EX; 15.235/ x 10 x 67 G1
- 81-1609** IN; 15/ x 9 x 78 G1
- 81-1674** IN; 15.035/ x 9 x 72 G1
- 81-1627** IN; 15.1/ x 9 x 78 G1
- 81-1628** IN; 15.2/ x 9 x 78 G1
- 81-1675** IN; 15.235/ x 9 x 72 G1

-  **50 004 886** EX; 38.07 x 28 x 8.5; ST; 45°
- 50 004 879** EX; 38.07 x 30 x 8.5; ST; 45°
- 50 004 889** EX; 38.08 x 30 x 7.9; ST; 45°
- 92-16155** IN; 43.87 x 34.5 x 7.4; G1
- 50 004 878** IN; 43.87 x 34.5 x 7.4; ST
- 50 004 877** IN; 43.87 x 34.5 x 7.8; ST; 30°
- 50 004 885** IN; 45.08 x 37 x 8.3; ST; 45°

 **50 006 357** CAM

 **50 005 836**

M



197

97,5



OM 356 Euro 1

997 - 998

01.1991→

D LA 6

5958 cm³

2V

132-155 kW

170-211 PS

133



U 1550, U 1600, U 1650, U 1800, U 1850, U 2100, U 2150



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / **78 675 624** 0,50 / **78 675 634** 0,75 / **78 675 644** 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / **78 925 620** 0,50 / **78 925 630** 0,75 / **78 925 640** 1,00

77 265 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 265 614 0,25 / **77 265 624** 0,50 / **77 265 634** 0,75 / **77 265 644** 1,00

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 /

60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / **87 245 600** STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 428 610 0,25 / **87 428 620** 0,50 / **87 428 630** 0,75 / **87 428 640** 1,00 / **87 428 660** 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed



50 009 107

Length: 230; counterbore: 65; piston pin: 36; keystone conrod



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III



16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1676

EX; 15.035/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1609

IN; 15/ x 9 x 78 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1627

IN; 15.1/ x 9 x 78 G1

81-1628

IN; 15.2/ x 9 x 78 G1

81-1675

IN; 15.235/ x 9 x 72 G1



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

50 004 878

IN; 43.87 x 34.5 x 7.4; ST

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°



50 006 357

CAM



50 005 836

198

97,5



OM 356 Euro 1

999

12.1992→

D LA 6

5958 cm³

2V

177 kW

240 PS

€ 16,5:1

133



92 525 700

Cyl. Ø: 97.5; KH: 62.8; MT: -22.6; MØ: 54.65; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

RTK, TPL



T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



92 525 970

Piston: 92525700; Cylinder liner: 89177190



92 525 971

Piston: 92525700; Cylinder liner: 89543190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2



89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224









89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2


cont...








	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50	
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00	
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.	
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00	
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00	
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD	
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B	
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm	
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm	
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50	
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed	
	50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod	
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	 81-1676 EX; 15.035/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	 81-1677 EX; 15.235/ x 10 x 67 G1
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III	81-1674 IN; 15.035/ x 9 x 72 G1
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1675 IN; 15.235/ x 9 x 72 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	 50 004 886 EX; 38.07 x 28 x 8.5; ST; 45°
			50 004 879 EX; 38.07 x 30 x 8.5; ST; 45°
			92-16108 EX; 38.08 x 28 x 8.5; G1; 45°
			50 004 889 EX; 38.08 x 30 x 7.9; ST; 45°
			92-16131 EX; 38.38 x 30 x 8.5; G1; 45°
			92-16155 IN; 43.87 x 34.5 x 7.4; G1
			50 004 878 IN; 43.87 x 34.5 x 7.4; ST
			50 004 877 IN; 43.87 x 34.5 x 7.8; ST; 30°
			50 004 885 IN; 45.08 x 37 x 8.3; ST; 45°



	50 005 836	
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199  **97,5**
OM 357 Euro 2 **900 - 902, 904, 906, 908, 916 - 921, 927, 929, 936 - 937, 940**
 03.1994 → D LA 6 5958 cm³ 2V 125-177 kW 170-240 PS 18:1 133

	94 333 600	Cyl. Ø: 97.5; KH: 63; MT: -23; MØ: 54.46; GL: 108; piston pin: 36x82.5; number of piston rings: 3 RTK, TPL T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00192 1 3 ...
	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
	94 333 961	Piston: 94333600; Cylinder liner: 89543190
	94 333 969	Piston: 94333600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00







cont...



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16155	IN; 43.87 x 34.5 x 7.4; G1
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	50 006 357	CAM
	50 005 629	
		 50 005 836

200

97,5

OM 357 Euro 2

903, 907, 909 - 910, 915, 922, 925, 930 - 933, 941 - 944, 947 - 949, 961 - 963

1994 →

D LA 6

5958 cm³






2V

125-177 kW

170-240 PS

€ 18:1

133

	94 333 600	Cyl. Ø: 97.5; KH: 63; MT: -23; MØ: 54.46; GL: 108; piston pin: 36x82.5; number of piston rings: 3 RTK, TPL T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00192 1 3 ...
	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
	94 333 961	Piston: 94333600; Cylinder liner: 89543190
	94 333 969	Piston: 94333600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

cont...



TRW
EngineComponents



MERCEDES-BENZ

87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16155	IN; 43.87 x 34.5 x 7.4; G1
50 004 878	IN; 43.87 x 34.5 x 7.4; ST
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
50 006 357	CAM
50 005 836	

201	97,5
OM 357 Euro 2	912 07.1994 → 02.2001 D LA 6 5958 cm³ 2V 100 kW 136 PS € 18:1 133
OM 357	913 04.1983 → D LA 6 5958 cm³ 2V 120 kW 163 PS € 18:1 133
U 1200, U 1250, U 1400, U 1450, U 1550, U 1600, U 1650	

50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
81-1676	EX; 15.035/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1675	IN; 15.235/ x 9 x 72 G1
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16155	IN; 43.87 x 34.5 x 7.4; G1
50 004 878	IN; 43.87 x 34.5 x 7.4; ST
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
50 005 836	

202	97,5
OM 357 Euro 2	924 09.1989 → D LA 6 5958 cm³ 2V 155 kW 211 PS € 18:1 133
U 1550, U 1600, U 1650, U 1800, U 2100, U 2150	

94 333 600	Cyl. Ø: 97.5; KH: 63; MT: -23; MØ: 54.46; GL: 108; piston pin: 36x82.5; number of piston rings: 3 RTK, TPL T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00192 1 3 ...
80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00

cont...



TRW
EngineComponents



MERCEDES-BENZ

80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]	
94 333 961	Piston: 94333600; Cylinder liner: 89543190	
94 333 969	Piston: 94333600; Cylinder liner: 89177190	
89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2	
89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2	
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed	
50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod	
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	81-1676 EX; 15.035/ x 10 x 67 G1
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1677 EX; 15.235/ x 10 x 67 G1
261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III	81-1674 IN; 15.035/ x 9 x 72 G1
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1675 IN; 15.235/ x 9 x 72 G1
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	50 004 886 EX; 38.07 x 28 x 8.5; ST; 45°
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	50 004 879 EX; 38.07 x 30 x 8.5; ST; 45°
		92-16108 EX; 38.08 x 28 x 8.5; G1; 45°
		50 004 889 EX; 38.08 x 30 x 7.9; ST; 45°
		92-16131 EX; 38.38 x 30 x 8.5; G1; 45°
		92-16155 IN; 43.87 x 34.5 x 7.4; G1
		50 004 878 IN; 43.87 x 34.5 x 7.4; ST
		50 004 877 IN; 43.87 x 34.5 x 7.8; ST; 30°
		50 004 885 IN; 45.08 x 37 x 8.3; ST; 45°

50 005 836

203

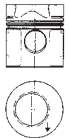
97,5

OM 357 Euro 2

926

D LA 6 5958 cm³ 2V 155 kW 211 PS € 18:1 133

94 333 600



Cyl. Ø: 97.5; KH: 63; MT: -23; MØ: 54.46; GL: 108; piston pin: 36x82.5; number of piston rings: 3
RTK, TPL
T6 2,5 MO G6
M 2,5 MO G3
DSF 4 CR
→ **80 00192 1 3 ...**

M

80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00	
80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00	
80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]	
94 333 961	Piston: 94333600; Cylinder liner: 89543190	
94 333 969	Piston: 94333600; Cylinder liner: 89177190	
89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2	
89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2	
50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod	
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1676 EX; 15.035/ x 10 x 67 G1
261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III	81-1677 EX; 15.235/ x 10 x 67 G1
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1609 IN; 15/ x 9 x 78 G1
92-16155	IN; 43.87 x 34.5 x 7.4; G1	81-1674 IN; 15.035/ x 9 x 72 G1
50 004 878	IN; 43.87 x 34.5 x 7.4; ST	81-1627 IN; 15.1/ x 9 x 78 G1
		81-1628 IN; 15.2/ x 9 x 78 G1
		81-1675 IN; 15.235/ x 9 x 72 G1

50 006 357 CAM

50 005 836



204

97,5



OM 357 Euro 2

938

D LA 6 5958 cm³ 2V 155 kW 211 PS ϵ 18:1 133



94 333 600

Cyl. \varnothing : 97.5; KH: 63; MT: -23; M \varnothing : 54.46; GL: 108; piston pin: 36x82.5; number of piston rings: 3



RTK, TPL

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



94 333 961

Piston: 94333600; Cylinder liner: 89543190

94 333 969

Piston: 94333600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



50 009 107

Length: 230; counterbore: 65; piston pin: 36; keystone conrod



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1676

EX; 15.035/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1609

IN; 15/ x 9 x 78 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1627

IN; 15.1/ x 9 x 78 G1

81-1628

IN; 15.2/ x 9 x 78 G1

81-1675

IN; 15.235/ x 9 x 72 G1



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

50 004 878

IN; 43.87 x 34.5 x 7.4; ST

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°



50 006 357

CAM



50 005 629



50 005 836

205

97,5



OM 357 Euro 1

945

07.1993 →

D LA 6 5958 cm³ 2V 177 kW 240 PS ϵ 16,5:1 133



U 1550, U 1600, U 1650, U 2100, U 2150, U 2400, U 2450



92 525 700

Cyl. \varnothing : 97.5; KH: 62.8; MT: -22.6; M \varnothing : 54.65; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3



RTK, TPL

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR



80 00192 1 1 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



92 525 970

Piston: 92525700; Cylinder liner: 89177190

92 525 971

Piston: 92525700; Cylinder liner: 89543190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed




50 009 107

Length: 230; counterbore: 65; piston pin: 36; keystone conrod

cont...



M







	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676	EX; 15.035/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1677	EX; 15.235/ x 10 x 67 G1
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III		81-1674	IN; 15.035/ x 9 x 72 G1
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1675	IN; 15.235/ x 9 x 72 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
				92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
				50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
				92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
				92-16155	IN; 43.87 x 34.5 x 7.4; G1
				50 004 878	IN; 43.87 x 34.5 x 7.4; ST
				50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
				50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°





50 005 836


206		97,5									
	OM 357 Euro 2	946									
			D	LA	6	5958 cm ³	2V	177 kW	240 PS	€ 18:1	133


	94 333 600	Cyl. Ø: 97.5; KH: 63; MT: -23; MØ: 54.46; GL: 108; piston pin: 36x82.5; number of piston rings: 3 RTK, TPL
		T6 2,5 MO G6
		M 2,5 MO G3
		DSF 4 CR
		→ 80 00192 1 3 ...




	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]

M

	94 333 961	Piston: 94333600; Cylinder liner: 89543190
	94 333 969	Piston: 94333600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2

	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50

	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod

	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676	EX; 15.035/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1677	EX; 15.235/ x 10 x 67 G1
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III		81-1674	IN; 15.035/ x 9 x 72 G1
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1675	IN; 15.235/ x 9 x 72 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
				92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
				50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
				92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
				92-16155	IN; 43.87 x 34.5 x 7.4; G1

cont...



TRW
EngineComponents



MERCEDES-BENZ

50 004 878	IN; 43.87 x 34.5 x 7.4; ST
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°

50 005 836

207	97,5	OM 390 Euro 0	900-510, 900-511, 900-512, 900-513, 900-515, 900-522	D LA 6 5958 cm ³ 2V 127-156 kW 170-210 PS €16,5:1 133
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	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50

50 004 889 EX; 38.08 x 30 x 7.9; ST; 45°
92-16155 IN; 43.87 x 34.5 x 7.4; G1

208	97,5	OM 364 Euro 1	900-004	08.1991 → D AN 4 3972 cm ³ 2V 133
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	91 550 600	Cyl. Ø: 97.5; KH: 62.8; MT: -22.38; MØ: 43.4; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 RTK R 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00526 1 0 ...
	91 551 610	Cyl. Ø: 98; KH: 62.5; MT: -22.38; MØ: 43.4; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3 RTK R 2,5 MO G6 M 2,5 MO G3 DSF 4 CR
	80 00526 1 0 000	Cyl. Ø: 97.5; Set: 1; [R G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
	91 550 960	Piston: 91550600; Cylinder liner: 89177190
	91 550 961	Piston: 91550600; Cylinder liner: 89543190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

cont...



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
77 264 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00
87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI
87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00

209

97,5

OM 364 Euro 0

900-040

1984→

D AN 4 3972 cm³ 2V 49 kW 67 PS €17,25:1 133

	93 951 600	Cyl. Ø: 97.5; KH: 62.8; MT: -24.3; MØ: 48; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 93 951 610 98,00
	93 964 600	Cyl. Ø: 97.5; KH: 62.5; MT: -24.3; MØ: 48; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3 93 964 610 98,00

RTK
T6 2,5 MO G6
M 2,5 G3
DSF 4 CR
→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**
exchangeable only in sets

RTK
T6 2,5 MO G6
M 2,5 G3
DSF 4 CR
→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

M

	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
	93 951 960	Piston: 93951600; Cylinder liner: 89198190
	93 951 961	Piston: 93951600; Cylinder liner: 89177190
	93 964 960	Piston: 93964600; Cylinder liner: 89198190
	93 964 961	Piston: 93964600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 264 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00
	87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI
	87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°



TRW
EngineComponents



MERCEDES-BENZ

210

97,5



OM 364

900/-000

1984 →

D AN 4 3972 cm³ 2V

133



93 951 600

Cyl. Ø: 97.5; KH: 62.8; MT: -24.3; MØ: 48; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3



93 951 610 98,00

RTK

T6 2,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

exchangeable only in sets



93 964 600

Cyl. Ø: 97.5; KH: 62.5; MT: -24.3; MØ: 48; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3



93 964 610 98,00

RTK

T6 2,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



93 951 960

Piston: 93951600; Cylinder liner: 89198190

93 951 961

Piston: 93951600; Cylinder liner: 89177190

93 964 960

Piston: 93964600; Cylinder liner: 89198190

93 964 961

Piston: 93964600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / **78 675 624** 0,50 / **78 675 634** 0,75 / **78 675 644** 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / **78 925 620** 0,50 / **78 925 630** 0,75 / **78 925 640** 1,00

77 264 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 264 614 0,25 / **77 264 624** 0,50 / **77 264 634** 0,75 / **77 264 644** 1,00

87 256 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W

87 256 695 SEMI

87 355 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 429 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 429 610 0,25 / **87 429 620** 0,50 / **87 429 630** 0,75 / **87 429 640** 1,00



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16153

IN; 43.87 x 34.5 x 7.8; G1; 30°

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

92-16116

IN; 44.17 x 34.5 x 7.8; G1; 30°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°

M



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

211

97,5



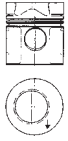
OM 364 Euro 1

901-404

D A 4 3972 cm³ 2V

133

91 598 600



Cyl. Ø: 97.5; KH: 62.8; MT: -23; MØ: 54.25; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3
RTK
T6 2,5 MO G6
M 2,5 MO G3
DSF 4 CR
→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



91 598 960

Piston: 91598600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00

77 264 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00

87 256 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W
87 256 695 SEMI

87 355 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 429 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00

212

97,5



OM 364 Euro 0

901-500

06.1988 →

D LA 4 3972 cm³ 2V

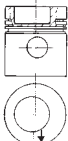
133

OM 364 Euro 0

980

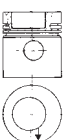
D A 4 3972 cm³ 2V 100 kW 136 PS ϵ 16,5:1 133

90 532 600



Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3
90 532 610 98,00
RTK
T6 2,5 MO G6
M 2,5 MO G3
DSF 4 CR
→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

93 831 600



Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3
93 831 610 98,00
RTK
T6 2,5 MO G6
M 2,5 MO G3
DSF 4 CR
→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



90 532 960

Piston: 90532600; Cylinder liner: 89198190

90 532 961

Piston: 90532600; Cylinder liner: 89177190

93 831 960

Piston: 93831600; Cylinder liner: 89198190

93 831 961

Piston: 93831600; Cylinder liner: 89177190

cont...



TRW
EngineComponents



MERCEDES-BENZ

	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
	78 675 604	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston \varnothing 94 mm.
	78 925 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 264 604	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00
	87 256 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI
	87 355 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B
	87 355 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 355 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 429 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00

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97,5



OM 364 Euro 1

901-504

1993 →

D LA 4 3972 cm³ 2V

133

	92 525 700	Cyl. \varnothing : 97.5; KH: 62.8; MT: -22.6; M \varnothing : 54.65; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 RTK, TPL T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR
	80 00192 1 1 000	Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
	80 00192 1 2 000	Cyl. \varnothing : 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
	80 00192 1 3 000	Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
	92 525 970	Piston: 92525700; Cylinder liner: 89177190
	92 525 971	Piston: 92525700; Cylinder liner: 89543190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
	78 675 604	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston \varnothing 94 mm.
	78 925 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 264 604	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00
	87 256 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI
	87 355 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B
	87 355 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 355 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 429 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00

M



214

97,5

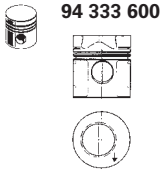
OM 364 Euro 2

901-507

1995 →

D LA 4 3972 cm³ 2V

133



94 333 600

Cyl. Ø: 97.5; KH: 63; MT: -23; MØ: 54.46; GL: 108; piston pin: 36x82.5; number of piston rings: 3
RTK, TPL
T6 2,5 MO G6
M 2,5 MO G3
DSF 4 CR
→ **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



94 333 961

Piston: 94333600; Cylinder liner: 89543190

94 333 969

Piston: 94333600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00

77 264 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00

87 256 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W
87 256 695 SEMI

87 355 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 429 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00

215

97,5

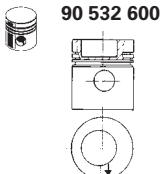
OM 364 Euro 0

901/-400

1984 →

D A 4 3972 cm³ 2V

133



90 532 600

Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3
90 532 610 98,00
RTK
T6 2,5 MO G6
M 2,5 MO G3
DSF 4 CR
→ **80 00192 1 1 ..., 80 00192 1 2 ..., 80 00192 1 3 ...**

93 831 600

Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3
93 831 610 98,00
RTK
T6 2,5 MO G6
M 2,5 MO G3
DSF 4 CR
→ **80 00192 1 1 ..., 80 00192 1 2 ..., 80 00192 1 3 ...**



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



90 532 960

Piston: 90532600; Cylinder liner: 89198190

90 532 961

Piston: 90532600; Cylinder liner: 89177190

93 831 960

Piston: 93831600; Cylinder liner: 89198190

93 831 961

Piston: 93831600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190


T - Dry cylinder liner; semi; A=100.4 L=224



89 543 190





T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2







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	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 264 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00
	87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI
	87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00


	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
				50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
				50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°

216	 97,5									
	OM 364 Euro 0	906 - 907, 911 - 913								
			D	AN	4	3972 cm ³	2V	63-66 kW	86-90 PS	 133
	OM 364	913								
			D	AN	4	3972 cm ³	2V	63 kW	86 PS	 133

	93 951 600	Cyl. Ø: 97.5; KH: 62.8; MT: -24.3; MØ: 48; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 93 951 610 98,00
		RTK T6 2,5 MO G6 M 2,5 G3
		DSF 4 CR → 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ... exchangeable only in sets
	93 964 600	Cyl. Ø: 97.5; KH: 62.5; MT: -24.3; MØ: 48; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3 93 964 610 98,00
		RTK T6 2,5 MO G6 M 2,5 G3
		DSF 4 CR → 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...

	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]







	93 951 960	Piston: 93951600; Cylinder liner: 89198190
	93 951 961	Piston: 93951600; Cylinder liner: 89177190
	93 964 960	Piston: 93964600; Cylinder liner: 89198190
	93 964 961	Piston: 93964600; Cylinder liner: 89177190

	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2

	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 264 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00

cont...



	87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W
	87 256 695 SEMI	
	87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
	87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00	
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16155	IN; 43.87 x 34.5 x 7.4; G1
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST
	92-16153	IN; 43.87 x 34.5 x 7.8; G1; 30°
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	92-16116	IN; 44.17 x 34.5 x 7.8; G1; 30°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	50 005 633	
		 81-1676 EX; 15.035/ x 10 x 67 G1
		81-1677 EX; 15.235/ x 10 x 67 G1
		81-1609 IN; 15/ x 9 x 78 G1
		81-1674 IN; 15.035/ x 9 x 72 G1
		81-1627 IN; 15.1/ x 9 x 78 G1
		81-1628 IN; 15.2/ x 9 x 78 G1
		81-1675 IN; 15.235/ x 9 x 72 G1
		 50 005 843

M

217

 **97,5**



OM 364 Euro 0

908 - 909

03.1987 → 12.1992 D AN 4 3972 cm³ 2V 50-57 kW 68-78 PS € 17,25:1 133



MB-Trac 700, MB-Trac 800



93 951 600

Cyl. Ø: 97.5; KH: 62.8; MT: -24.3; MØ: 48; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

93 951 610 98,00

RTK

T6 2,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

exchangeable only in sets

93 964 600

Cyl. Ø: 97.5; KH: 62.5; MT: -24.3; MØ: 48; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3

93 964 610 98,00

RTK

T6 2,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



93 951 960

Piston: 93951600; Cylinder liner: 89198190

93 951 961

Piston: 93951600; Cylinder liner: 89177190

93 964 960

Piston: 93964600; Cylinder liner: 89198190

93 964 961

Piston: 93964600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2


cont...






TRW
EngineComponents






MERCEDES-BENZ

	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 264 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00
	87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI
	87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00




	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed	
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	 50 004 886
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	50 004 879
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III	92-16108
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	50 004 889
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	92-16131
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	92-16155
			50 004 878
			92-16153
			50 004 877
			92-16116
			50 004 885



	50 005 633		50 005 843
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218		97,5									
	OM 364 Euro 1		916 - 917	D	AN 4	3972 cm ³	2V	58-60 kW	79-82 PS	ε 19:1	 133

	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed	
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	 50 004 886
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	50 004 879
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III	50 004 889
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	92-16155
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	50 004 878
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	50 004 877
			50 004 885

	50 005 633		50 005 843
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219		97,5									
	OM 364 Euro 1		918 - 921	D	AN 4	3972 cm ³	2V	63 kW	86 PS	ε 19:1	 133

	91 550 600	Cyl. Ø: 97.5; KH: 62.8; MT: -22.38; MØ: 43.4; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3	
		RTK	
		R 2,5 MO G6	
		M 2,5 MO G3	
		DSF 4 CR	
		→ 80 00526 1 0 ...	

cont...



91 551 610



Cyl. Ø: 98; KH: 62.5; MT: -22.38; MØ: 43.4; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3
RTK
R 2,5 MO G6
M 2,5 MO G3
DSF 4 CR

80 00526 1 0 000

Cyl. Ø: 97.5; Set: 1; [R G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]

91 550 960

Piston: 91550600; Cylinder liner: 89177190

91 550 961

Piston: 91550600; Cylinder liner: 89543190

89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2

78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00

77 264 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00

87 256 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W
87 256 695 SEMI

87 355 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 429 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00

50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

M

16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

50 004 878

IN; 43.87 x 34.5 x 7.4; ST

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°

50 005 633

220

97,5



OM 364 Euro 0

950, 952, 954

D A 4 3972 cm³ 2V 85 kW 115 PS £ 16,5:1 133

OM 364 Euro 0

981, 984

D LA 4 3972 cm³ 2V 100 kW 136 PS £ 17:1 133

90 532 600

Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3
90 532 610 98,00



RTK
T6 2,5 MO G6
M 2,5 MO G3
DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

93 831 600

Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3
93 831 610 98,00













RTK
T6 2,5 MO G6
M 2,5 MO G3
DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**


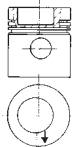
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	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
	90 532 960	Piston: 90532600; Cylinder liner: 89198190
	90 532 961	Piston: 90532600; Cylinder liner: 89177190
	93 831 960	Piston: 93831600; Cylinder liner: 89198190
	93 831 961	Piston: 93831600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 264 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00
	87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI
	87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16155	IN; 43.87 x 34.5 x 7.4; G1
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	50 005 633	
	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1609	IN; 15/ x 9 x 78 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1627	IN; 15.1/ x 9 x 78 G1
	81-1628	IN; 15.2/ x 9 x 78 G1
	81-1675	IN; 15.235/ x 9 x 72 G1
	50 005 843	

M

221		97,5							
	OM 364 Euro 0	951	03.1987 → 12.1992	D A 4	3972 cm ³	2V	66 kW	90 PS	ε 16,5:1  133
	MB-Trac 900 Turbo								

	90 532 600	Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3 90 532 610 98,00
	RTK	
	T6	2,5 MO G6
	M	2,5 MO G3
	DSF	4 CR
	→ 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...	

cont...

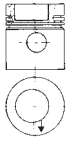


TRW
EngineComponents



MERCEDES-BENZ

93 831 600



Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

93 831 610 98,00

RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

80 00192 1 1 000



Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



90 532 960

Piston: 90532600; Cylinder liner: 89198190

90 532 961

Piston: 90532600; Cylinder liner: 89177190

93 831 960

Piston: 93831600; Cylinder liner: 89198190

93 831 961

Piston: 93831600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00

77 264 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00

87 256 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W

87 256 695 SEMI

87 355 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 429 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

50 004 878

IN; 43.87 x 34.5 x 7.4; ST

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°



50 005 633



50 005 843

222

97,5



OM 364 Euro 1

955 - 956

07.1992→

D

LA

4

3972 cm³

2V

75-77 kW

102-105 PS

£ 16,5:1

133



U 110



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

50 004 878

IN; 43.87 x 34.5 x 7.4; ST

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

cont...



TRW
EngineComponents



MERCEDES-BENZ

	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
50 005 633	50 005 843	

223	97,5	
OM 364 Euro 1	957 - 959	
Forst-Trac	04.1991 →	D A 4 3972 cm ³ 2V 77 kW 105 PS € 18:1 133

91 598 600	Cyl. Ø: 97.5; KH: 62.8; MT: -23; MØ: 54.25; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 RTK
	T6 2,5 MO G6
	M 2,5 MO G3
	DSF 4 CR
	→ 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...

80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]

91 598 960	Piston: 91598600; Cylinder liner: 89177190
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89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
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78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25	78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
78 675 614 0,25	78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25	78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 925 610 0,25	78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
77 264 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
77 264 614 0,25	77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00
87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI
87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 429 610 0,25	87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00

50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
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16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	92-16155	IN; 43.87 x 34.5 x 7.4; G1
		50 004 878	IN; 43.87 x 34.5 x 7.4; ST
		50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
		50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°

50 005 633	50 005 843
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224	97,5	
OM 364 Euro 0	979	
Forst-Trac		D A 4 3972 cm ³ 2V € 16,5:1 133

16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	92-16155	IN; 43.87 x 34.5 x 7.4; G1
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	50 004 878	IN; 43.87 x 34.5 x 7.4; ST
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
		50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

225

97,5



OM 364 Euro 1

982, 985, 989

07.1992→

D LA 4 3972 cm³ 2V 98-100 kW 133-136 PS € 18:1 133



U 130, U 140



92 525 700

Cyl. Ø: 97.5; KH: 62.8; MT: -22.6; MØ: 54.65; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3
RTK, TPL

T6 2,5 MO G6
M 2,5 MO G3
DSF 4 CR



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



92 525 970

Piston: 92525700; Cylinder liner: 89177190

92 525 971

Piston: 92525700; Cylinder liner: 89543190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



50 009 107

Length: 230; counterbore: 65; piston pin: 36; keystone conrod



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

50 004 878

IN; 43.87 x 34.5 x 7.4; ST

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°



50 005 633



50 005 843

M

226

97,5



OM 364 Euro 1

983

05.1992→

D LA 4 3972 cm³ 2V 102 kW 139 PS € 18:1 133



50 009 107

Length: 230; counterbore: 65; piston pin: 36; keystone conrod



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

50 004 878

IN; 43.87 x 34.5 x 7.4; ST

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°



50 005 633



50 005 843

227

97,5



OM 364 Euro 1

986 - 987

D LA 4 3972 cm³ 2V 100 kW 136 PS € 18:1 133



92 525 700

Cyl. Ø: 97.5; KH: 62.8; MT: -22.6; MØ: 54.65; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3
RTK, TPL



T6 2,5 MO G6
M 2,5 MO G3
DSF 4 CR



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 2 050 98,00

cont...



TRW
EngineComponents



MERCEDES-BENZ

	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]			
	92 525 970	Piston: 92525700; Cylinder liner: 89177190			
	92 525 971	Piston: 92525700; Cylinder liner: 89543190			
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2			
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224			
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2			
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00			
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00			
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.			
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00			
	77 264 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00			
	87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI			
	87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B			
	87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm			
	87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm			
	87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00			
	50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod			
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III		92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		92-16155	IN; 43.87 x 34.5 x 7.4; G1
				50 004 878	IN; 43.87 x 34.5 x 7.4; ST
				50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
				50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	50 005 633			50 005 843	

M

228 **97,5**
OM 366 Euro 1 **900-004**
 1992 → **D AN 6 5958 cm³ 2V** 133

	91 550 600	Cyl. Ø: 97.5; KH: 62.8; MT: -22.38; MØ: 43.4; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 RTK	
		R 2,5 MO G6	
		M 2,5 MO G3	
		DSF 4 CR	
		→ 80 00526 1 0 ...	
	91 551 610	Cyl. Ø: 98; KH: 62.5; MT: -22.38; MØ: 43.4; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3 RTK	
		R 2,5 MO G6	
		M 2,5 MO G3	
		DSF 4 CR	

	80 00526 1 0 000	Cyl. Ø: 97.5; Set: 1; [R G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]	
	91 550 960	Piston: 91550600; Cylinder liner: 89177190	
	91 550 961	Piston: 91550600; Cylinder liner: 89543190	
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2	
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2	
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50	
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00	


cont...



TRW
EngineComponents



MERCEDES-BENZ

78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
 50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed


229

 **97,5**



OM 366 Euro 0

900/-000

D AN 6 5958 cm³ 2V  133


OM 372 Euro 0

906 - 907

D AN 6 5958 cm³ 2V 100 kW 136 PS € 17,25:1  133

OM 376 Euro 0

906 - 909, 930

D AN 6 5958 cm³ 2V 95-100 kW 130-136 PS € 17,25:1  133



93 951 600

Cyl. Ø: 97.5; KH: 62.8; MT: -24.3; MØ: 48; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3



93 951 610 98,00

RTK

T6 2,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

exchangeable only in sets



93 964 600

Cyl. Ø: 97.5; KH: 62.5; MT: -24.3; MØ: 48; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3



93 964 610 98,00

RTK

T6 2,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



M



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



93 951 960

Piston: 93951600; Cylinder liner: 89198190

93 951 961

Piston: 93951600; Cylinder liner: 89177190

93 964 960

Piston: 93964600; Cylinder liner: 89198190

93 964 961

Piston: 93964600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / **78 675 624** 0,50 / **78 675 634** 0,75 / **78 675 644** 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / **78 925 620** 0,50 / **78 925 630** 0,75 / **78 925 640** 1,00

77 265 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 265 614 0,25 / **77 265 624** 0,50 / **77 265 634** 0,75 / **77 265 644** 1,00

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / **87 245 600** STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

cont...



TRW
EngineComponents



MERCEDES-BENZ

87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16155	IN; 43.87 x 34.5 x 7.4; G1
92-16153	IN; 43.87 x 34.5 x 7.8; G1; 30°
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
92-16116	IN; 44.17 x 34.5 x 7.8; G1; 30°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
50 006 356	CAM
81-1676	EX; 15.035/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1609	IN; 15/ x 9 x 78 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1627	IN; 15.1/ x 9 x 78 G1
81-1628	IN; 15.2/ x 9 x 78 G1
81-1675	IN; 15.235/ x 9 x 72 G1

230 **97,5**
OM 366 Euro 1 **901-404**
1992 → D A 6 5958 cm³ 2V 133

91 598 600	Cyl. Ø: 97.5; KH: 62.8; MT: -23; MØ: 54.25; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 RTK T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...
80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
91 598 960	Piston: 91598600; Cylinder liner: 89177190
89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°

cont...





16109 IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16136 IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III

92-16131 EX; 38.38 x 30 x 8.5; G1; 45°
50 004 877 IN; 43.87 x 34.5 x 7.8; ST; 30°
50 004 885 IN; 45.08 x 37 x 8.3; ST; 45°

231

97,5



OM 366 Euro 0

901-501

D LA 6 5958 cm³ 2V 133

OM 366 Euro 1

901-504

D LA 6 5958 cm³ 2V 133



92 525 700

Cyl. Ø: 97.5; KH: 62.8; MT: -22.6; MØ: 54.65; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3
 RTK, TPL



T6 2,5 MO G6
 M 2,5 MO G3
 DSF 4 CR



80 00192 1 1 000 Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 1 050 98,00

80 00192 1 2 000 Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 2 050 98,00

80 00192 1 3 000 Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



92 525 970

Piston: 92525700; Cylinder liner: 89177190

92 525 971

Piston: 92525700; Cylinder liner: 89543190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
78 675 614 0,25 / **78 675 624** 0,50 / **78 675 634** 0,75 / **78 675 644** 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 925 610 0,25 / **78 925 620** 0,50 / **78 925 630** 0,75 / **78 925 640** 1,00

77 265 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
77 265 614 0,25 / **77 265 624** 0,50 / **77 265 634** 0,75 / **77 265 644** 1,00

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W
87 245 695 SEMI / **87 245 600** STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 428 610 0,25 / **87 428 620** 0,50 / **87 428 630** 0,75 / **87 428 640** 1,00 / **87 428 660** 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°

232

97,5



OM 366 Euro 2

901-507

D LA 6 5958 cm³ 2V 133



94 333 600

Cyl. Ø: 97.5; KH: 63; MT: -23; MØ: 54.46; GL: 108; piston pin: 36x82.5; number of piston rings: 3
 RTK, TPL



T6 2,5 MO G6
 M 2,5 MO G3
 DSF 4 CR



→ **80 00192 1 3 ...**







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TRW
EngineComponents


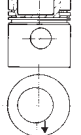
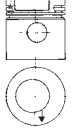




MERCEDES-BENZ

	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
	94 333 961	Piston: 94333600; Cylinder liner: 89543190
	94 333 969	Piston: 94333600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°

M

233		97,5
	OM 366 Euro 0	901/-400
		D A 6 5958 cm ³ 2V  133
	OM 366 Euro 0	901-540, 901-541, 901-500
	1984→	D LA 6 5958 cm ³ 2V 136-177 kW 185-240 PS  133

	90 532 600	Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3 90 532 610 98,00
	RTK	
	T6 2,5 MO G6	
	M 2,5 MO G3	
	DSF 4 CR	
	→ 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...	
	93 831 600	Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 93 831 610 98,00
	RTK	
	T6 2,5 MO G6	
	M 2,5 MO G3	
	DSF 4 CR	
	→ 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...	
	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
	90 532 960	Piston: 90532600; Cylinder liner: 89198190
	90 532 961	Piston: 90532600; Cylinder liner: 89177190
	93 831 960	Piston: 93831600; Cylinder liner: 89198190
	93 831 961	Piston: 93831600; Cylinder liner: 89177190

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TRW
EngineComponents



MERCEDES-BENZ

	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.
	78 925 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
		50 004 886 EX; 38.07 x 28 x 8.5; ST; 45°
		50 004 879 EX; 38.07 x 30 x 8.5; ST; 45°
		92-16108 EX; 38.08 x 28 x 8.5; G1; 45°
		50 004 889 EX; 38.08 x 30 x 7.9; ST; 45°
		92-16131 EX; 38.38 x 30 x 8.5; G1; 45°
		50 004 877 IN; 43.87 x 34.5 x 7.8; ST; 30°
		50 004 885 IN; 45.08 x 37 x 8.3; ST; 45°

234

97,5

M



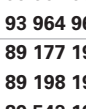
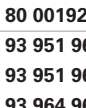
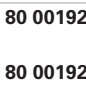
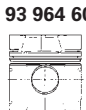
OM 366 Euro 0

939

01.1988 → 02.2001 D LA 6 5958 cm³ 2V 81 kW 110 PS €17,25:1 133



U 1150, U 900



Cyl. \varnothing : 97.5; KH: 62.8; MT: -24.3; M \varnothing : 48; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

93 951 610 98,00

RTK

T6 2,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00192 1 1** ..., **80 00192 1 2** ..., **80 00192 1 3** ...

exchangeable only in sets

93 964 600

Cyl. \varnothing : 97.5; KH: 62.5; MT: -24.3; M \varnothing : 48; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3

93 964 610 98,00

RTK

T6 2,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00192 1 1** ..., **80 00192 1 2** ..., **80 00192 1 3** ...



80 00192 1 1 000 Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000 Cyl. \varnothing : 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000 Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



93 951 960 Piston: 93951600; Cylinder liner: 89198190

93 951 961 Piston: 93951600; Cylinder liner: 89177190

93 964 960 Piston: 93964600; Cylinder liner: 89198190

93 964 961 Piston: 93964600; Cylinder liner: 89177190



89 177 190 T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190 T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190 T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600 PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 675 604 PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / **78 675 624** 0,50 / **78 675 634** 0,75 / **78 675 644** 1,00

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TRW
EngineComponents



MERCEDES-BENZ

78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16155	IN; 43.87 x 34.5 x 7.4; G1
50 004 878	IN; 43.87 x 34.5 x 7.4; ST
92-16153	IN; 43.87 x 34.5 x 7.8; G1; 30°
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
92-16116	IN; 44.17 x 34.5 x 7.8; G1; 30°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
50 006 356	CAM
50 005 843	

81-1676	EX; 15.035/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1609	IN; 15/ x 9 x 78 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1627	IN; 15.1/ x 9 x 78 G1
81-1628	IN; 15.2/ x 9 x 78 G1
81-1675	IN; 15.235/ x 9 x 72 G1

M

235 **97,5**
OM 366 Euro 2 **944 - 946, 951 - 953, 957, 962, 966 - 971, 973 - 974, 976, 978 - 979**
D A 6 5958 cm³ 2V 116-129 kW 158-175 PS ϵ 16,5:1 133

90 532 600	Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3 90 532 610 98,00 RTK T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...
93 831 600	Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 93 831 610 98,00 RTK T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...
80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
90 532 960	Piston: 90532600; Cylinder liner: 89198190
90 532 961	Piston: 90532600; Cylinder liner: 89177190
93 831 960	Piston: 93831600; Cylinder liner: 89198190
93 831 961	Piston: 93831600; Cylinder liner: 89177190










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TRW
EngineComponents




MERCEDES-BENZ

	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2		
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224		
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2		
	78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50		
	78 675 604	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00		
	78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.		
	78 925 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00		
	77 265 604	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00		
	87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD		
	87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B		
	87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
	87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
	87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50		
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed		
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676 EX; 15.035/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1677 EX; 15.235/ x 10 x 67 G1
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III		81-1609 IN; 15/ x 9 x 78 G1
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1674 IN; 15.035/ x 9 x 72 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1627 IN; 15.1/ x 9 x 78 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1628 IN; 15.2/ x 9 x 78 G1
				81-1675 IN; 15.235/ x 9 x 72 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°		
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°		
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°		
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°		
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°		
	92-16155	IN; 43.87 x 34.5 x 7.4; G1		
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST		
	92-16153	IN; 43.87 x 34.5 x 7.8; G1; 30°		
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°		
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°		
	50 006 357	CAM		
	50 005 629			50 005 836

M

236

 **97,5**



OM 366 Euro 0

947, 949, 955

09.1987→

D

A

6

5958 cm³

2V

92-100 kW

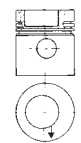
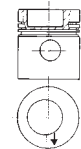
125-136 PS

€ 16,5:1

 133



U 1200, U 1250, U 1300, U 1350, U 1400, U 1450, U 1550, U 1600, U 1650



90 532 600

Cyl. \varnothing : 97.5; KH: 62.5; MT: -22.35; M \varnothing : 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3

90 532 610 98,00

RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

93 831 600

Cyl. \varnothing : 97.5; KH: 62.8; MT: -22.35; M \varnothing : 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

93 831 610 98,00

RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

cont...



TRW
EngineComponents



MERCEDES-BENZ


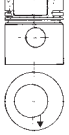





	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
	90 532 960	Piston: 90532600; Cylinder liner: 89198190
	90 532 961	Piston: 90532600; Cylinder liner: 89177190
	93 831 960	Piston: 93831600; Cylinder liner: 89198190
	93 831 961	Piston: 93831600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16155	IN; 43.87 x 34.5 x 7.4; G1
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	50 006 357	CAM
	50 005 836	mot. 886235→
	50 005 843	→mot. 886234

	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1609	IN; 15/ x 9 x 78 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1627	IN; 15.1/ x 9 x 78 G1
	81-1628	IN; 15.2/ x 9 x 78 G1
	81-1675	IN; 15.235/ x 9 x 72 G1

M

237		97,5								
	OM 366 Euro 0	948, 963								
		01.1988 → 02.2001	D	A	6	5958 cm³	2V	115-129 kW	156-175 PS	€ 16,5:1
	OM 366 Euro 0	984								
		05.1988 →	D	LA	6	5958 cm³	2V	148-157 kW	201-214 PS	€ 16,5:1
	U 1400, U 1450, U 1550, U 1600, U 1650, U 1700, U 1750, U 2100, U 2150									



	90 532 600	Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3 90 532 610 98,00 RTK T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...		
	93 831 600	Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 93 831 610 98,00 RTK T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...		
	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00		
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00		
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]		
	90 532 960	Piston: 90532600; Cylinder liner: 89198190		
	90 532 961	Piston: 90532600; Cylinder liner: 89177190		
	93 831 960	Piston: 93831600; Cylinder liner: 89198190		
	93 831 961	Piston: 93831600; Cylinder liner: 89177190		
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2		
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224		
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2		
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50		
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00		
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.		
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00		
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00		
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; 87 245 695 SEMI / 87 245 600 STD		
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B		
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50		
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed		
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676 EX; 15.035/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1677 EX; 15.235/ x 10 x 67 G1
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III		81-1609 IN; 15/ x 9 x 78 G1
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1674 IN; 15.035/ x 9 x 72 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1627 IN; 15.1/ x 9 x 78 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1628 IN; 15.2/ x 9 x 78 G1
				81-1675 IN; 15.235/ x 9 x 72 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°		
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°		
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°		
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°		
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°		
	92-16155	IN; 43.87 x 34.5 x 7.4; G1		
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST		
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°		
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°		
	50 006 357	CAM		
	50 005 836			



TRW
EngineComponents



MERCEDES-BENZ

238

97,5



OM 366 Euro 0

956

11.1986 →

D

A

6

5958 cm³

2V

100 kW

136 PS

ε 16,5:1

133



U 1300, U 1400, U 1450, U 1550



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
78 675 614 0,25 / **78 675 624** 0,50 / **78 675 634** 0,75 / **78 675 644** 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 925 610 0,25 / **78 925 620** 0,50 / **78 925 630** 0,75 / **78 925 640** 1,00

77 265 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
77 265 614 0,25 / **77 265 624** 0,50 / **77 265 634** 0,75 / **77 265 644** 1,00

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W
87 245 695 SEMI / **87 245 600** STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 428 610 0,25 / **87 428 620** 0,50 / **87 428 630** 0,75 / **87 428 640** 1,00 / **87 428 660** 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

50 004 878

IN; 43.87 x 34.5 x 7.4; ST

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°



50 006 357

CAM



50 005 836

239

97,5



OM 366 Euro 0

958, 977

03.1987 → 12.1992

D

A

6

5958 cm³

2V

92-100 kW

125-136 PS

ε 16,5:1

133

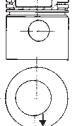


MB-Trac 1300 turbo, MB-Trac 1400 turbo



90 532 600

Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3
90 532 610 98,00



RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1** ..., **80 00192 1 2** ..., **80 00192 1 3** ...

cont...

M

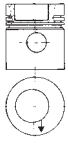


TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

93 831 600



Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

93 831 610 98,00

RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



90 532 960

Piston: 90532600; Cylinder liner: 89198190

90 532 961

Piston: 90532600; Cylinder liner: 89177190

93 831 960

Piston: 93831600; Cylinder liner: 89198190

93 831 961

Piston: 93831600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00

77 265 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W;

NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1676

EX; 15.035/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1609

IN; 15/ x 9 x 78 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1627

IN; 15.1/ x 9 x 78 G1

81-1628

IN; 15.2/ x 9 x 78 G1

81-1675

IN; 15.235/ x 9 x 72 G1



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

50 004 878

IN; 43.87 x 34.5 x 7.4; ST

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°



50 006 357

CAM



50 005 629



50 005 836

mot. 886235→

50 005 843

→mot. 886234

240



97,5


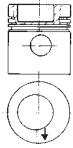
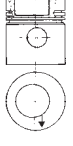











OM 366 Euro 0

960, 975

D A 6 5958 cm³ 2V 116-129 kW 158-175 PS € 16,5:1 133



	90 532 600	Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3	
	90 532 610 98,00 RTK T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...		
	93 831 600	Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3	
	93 831 610 98,00 RTK T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...		
	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00	
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00	
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]	
	90 532 960	Piston: 90532600; Cylinder liner: 89198190	
	90 532 961	Piston: 90532600; Cylinder liner: 89177190	
	93 831 960	Piston: 93831600; Cylinder liner: 89198190	
	93 831 961	Piston: 93831600; Cylinder liner: 89177190	
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2	
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224	
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2	
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50	
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00	
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.	
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00	
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00	
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD	
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B	
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm	
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm	
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50	
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed	
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III	
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°	
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	
	92-16155	IN; 43.87 x 34.5 x 7.4; G1	
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST	
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°	
	92-16116	IN; 44.17 x 34.5 x 7.8; G1; 30°	
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	
	50 006 357	CAM	
		81-1676	EX; 15.035/ x 10 x 67 G1
	81-1677	EX; 15.235/ x 10 x 67 G1	
	81-1609	IN; 15/ x 9 x 78 G1	
	81-1674	IN; 15.035/ x 9 x 72 G1	
	81-1627	IN; 15.1/ x 9 x 78 G1	
	81-1628	IN; 15.2/ x 9 x 78 G1	
	81-1675	IN; 15.235/ x 9 x 72 G1	

cont...



TRW
EngineComponents



MERCEDES-BENZ



50 005 629



50 005 836

241

97,5



OM 370 Euro 0

905

D AN 4 3972 cm³ 2V 66 kW 90 PS €17,25:1 H 133



93 951 600

Cyl. Ø: 97.5; KH: 62.8; MT: -24.3; MØ: 48; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

93 951 610 98,00

RTK

T6 2,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

exchangeable only in sets



93 964 600

Cyl. Ø: 97.5; KH: 62.5; MT: -24.3; MØ: 48; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3

93 964 610 98,00

RTK

T6 2,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



93 951 960

Piston: 93951600; Cylinder liner: 89198190

93 951 961

Piston: 93951600; Cylinder liner: 89177190

93 964 960

Piston: 93964600; Cylinder liner: 89198190

93 964 961

Piston: 93964600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2

M



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620 0,50** / **78 672 630 0,75** / **78 672 640 1,00**

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / **78 675 624 0,50** / **78 675 634 0,75** / **78 675 644 1,00**

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / **78 754 624 0,50**, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / **78 925 620 0,50** / **78 925 630 0,75** / **78 925 640 1,00**

77 264 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 264 614 0,25 / **77 264 624 0,50** / **77 264 634 0,75** / **77 264 644 1,00**

87 256 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W

87 256 695 SEMI

87 355 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 429 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 429 610 0,25 / **87 429 620 0,50** / **87 429 630 0,75** / **87 429 640 1,00**



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16153

IN; 43.87 x 34.5 x 7.8; G1; 30°

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

92-16116

IN; 44.17 x 34.5 x 7.8; G1; 30°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°



81-1676

EX; 15.035/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1609

IN; 15/ x 9 x 78 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1627

IN; 15.1/ x 9 x 78 G1

81-1628

IN; 15.2/ x 9 x 78 G1

81-1675

IN; 15.235/ x 9 x 72 G1

cont...



TRW
EngineComponents



MERCEDES-BENZ



50 005 633

242

97,5



OM 370 Euro 0

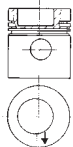
950 - 951

D A 4 3972 cm³ 2V 85 kW 115 PS € 16,5:1 133



90 532 600

Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3



90 532 610 98,00

RTK

T6 2,5 MO G6

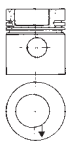
M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

93 831 600

Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3



93 831 610 98,00

RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



90 532 960

Piston: 90532600; Cylinder liner: 89198190

90 532 961

Piston: 90532600; Cylinder liner: 89177190

93 831 960

Piston: 93831600; Cylinder liner: 89198190

93 831 961

Piston: 93831600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00

77 264 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00

87 256 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W

87 256 695 SEMI

87 355 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 429 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°



81-1676

EX; 15.035/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1609

IN; 15/ x 9 x 78 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1627

IN; 15.1/ x 9 x 78 G1

81-1628

IN; 15.2/ x 9 x 78 G1

81-1675

IN; 15.235/ x 9 x 72 G1



50 005 633

M

















243

97,5

OM 370 Euro 0

952

D A 4 3972 cm³ 2V 80 kW 110 PS € 16,5:1 133

	93 951 600	Cyl. Ø: 97.5; KH: 62.8; MT: -24.3; MØ: 48; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3		
	93 951 610 98,00	RTK		
		T6 2,5 MO G6		
		M 2,5 G3		
		DSF 4 CR		
		→ 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...		
		exchangeable only in sets		
	93 964 600	Cyl. Ø: 97.5; KH: 62.5; MT: -24.3; MØ: 48; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3		
	93 964 610 98,00	RTK		
		T6 2,5 MO G6		
		M 2,5 G3		
		DSF 4 CR		
		→ 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...		
	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]		
		80 00192 1 1 050 98,00		
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]		
		80 00192 1 2 050 98,00		
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]		
	93 951 960	Piston: 93951600; Cylinder liner: 89198190		
	93 951 961	Piston: 93951600; Cylinder liner: 89177190		
	93 964 960	Piston: 93964600; Cylinder liner: 89198190		
	93 964 961	Piston: 93964600; Cylinder liner: 89177190		
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2		
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224		
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2		
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1		
		78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00		
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G		
		78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00		
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A		
		78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.		
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1		
		78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00		
	77 264 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G		
		77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00		
	87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W		
		87 256 695 SEMI		
	87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B		
	87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
	87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
	87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1		
		87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00		
	50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod		
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676 EX; 15.035/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1677 EX; 15.235/ x 10 x 67 G1
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III		81-1609 IN; 15/ x 9 x 78 G1
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1674 IN; 15.035/ x 9 x 72 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1627 IN; 15.1/ x 9 x 78 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1628 IN; 15.2/ x 9 x 78 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°		81-1675 IN; 15.235/ x 9 x 72 G1
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°		
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°		
	92-16155	IN; 43.87 x 34.5 x 7.4; G1		
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST		
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°		
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°		
	50 005 633			



TRW
EngineComponents



MERCEDES-BENZ

244

97,5



OM 372 Euro 0

959 - 962, 964

D A 6 5958 cm³ 2V 125 kW 170 PS €16,5:1 133

OM 372 Euro 0

982 - 985, 987

D LA 6 5958 cm³ 2V 150-155 kW 204-211 PS €16,5:1 133



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00

77 265 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 107

Length: 230; counterbore: 65; piston pin: 36; keystone conrod



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - 20° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1676

EX; 15.035/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1609

IN; 15/ x 9 x 78 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1627

IN; 15.1/ x 9 x 78 G1

81-1628

IN; 15.2/ x 9 x 78 G1

81-1675

IN; 15.235/ x 9 x 72 G1



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

50 004 878

IN; 43.87 x 34.5 x 7.4; ST

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°

245

97,5



OM 372 Euro 0

930

D AN 6 5958 cm³ 2V 100 kW 136 PS €17,25:1 133



93 951 600

Cyl. Ø: 97.5; KH: 62.8; MT: -24.3; MØ: 48; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3



93 951 610 98,00

RTK

T6 2,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

exchangeable only in sets



93 964 600

Cyl. Ø: 97.5; KH: 62.5; MT: -24.3; MØ: 48; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3



93 964 610 98,00

RTK

T6 2,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]

cont...

M



TRW
EngineComponents



MERCEDES-BENZ

	93 951 960	Piston: 93951600; Cylinder liner: 89198190
	93 951 961	Piston: 93951600; Cylinder liner: 89177190
	93 964 960	Piston: 93964600; Cylinder liner: 89198190
	93 964 961	Piston: 93964600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50

50 009 108 Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676	EX; 15.035/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1677	EX; 15.235/ x 10 x 67 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1609	IN; 15/ x 9 x 78 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1674	IN; 15.035/ x 9 x 72 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°		81-1627	IN; 15.1/ x 9 x 78 G1
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°		81-1628	IN; 15.2/ x 9 x 78 G1
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°		81-1675	IN; 15.235/ x 9 x 72 G1
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°			
	92-16153	IN; 43.87 x 34.5 x 7.8; G1; 30°			
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°			
	92-16116	IN; 44.17 x 34.5 x 7.8; G1; 30°			
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°			

M

246		97,5										
	OM 372 Euro 0	950 - 951, 953, 956, 958	D	A	6	5958 cm³	2V	100-125 kW	136-170 PS		133	
	OM 372 Euro 0	980 - 981	D	LA	6	5958 cm³	2V	150 kW	204 PS	£	16,5:1	133

	90 532 600	Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3 90 532 610 98,00 RTK T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...
	93 831 600	Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 93 831 610 98,00 RTK T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR → 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...
	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]












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TRW
EngineComponents



MERCEDES-BENZ

	90 532 960	Piston: 90532600; Cylinder liner: 89198190		
	90 532 961	Piston: 90532600; Cylinder liner: 89177190		
	93 831 960	Piston: 93831600; Cylinder liner: 89198190		
	93 831 961	Piston: 93831600; Cylinder liner: 89177190		
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2		
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224		
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2		
	78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50		
	78 675 604	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00		
	78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston \varnothing 94 mm.		
	78 925 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00		
	77 265 604	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00		
	87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD		
	87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B		
	87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
	87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
	87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50		
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed		
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676 EX; 15.035/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1677 EX; 15.235/ x 10 x 67 G1
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III		81-1609 IN; 15/ x 9 x 78 G1
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1674 IN; 15.035/ x 9 x 72 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1627 IN; 15.1/ x 9 x 78 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1628 IN; 15.2/ x 9 x 78 G1
				81-1675 IN; 15.235/ x 9 x 72 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°		
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°		
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°		
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°		
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°		
	92-16155	IN; 43.87 x 34.5 x 7.4; G1		
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST		
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°		
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°		
247  97,5				
	OM 372 Euro 0	986	D LA 6 5958 cm ³ 2V 155 kW 211 PS	€ 16,5:1  133
	78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50		
	78 675 604	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00		
	78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston \varnothing 94 mm.		
	78 925 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00		
	77 265 604	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00		
	87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD		
	87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B		
	87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
	87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
	87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50		

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	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed		
	50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod		
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676 EX; 15.035/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1677 EX; 15.235/ x 10 x 67 G1
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III		81-1609 IN; 15/ x 9 x 78 G1
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1674 IN; 15.035/ x 9 x 72 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1627 IN; 15.1/ x 9 x 78 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1628 IN; 15.2/ x 9 x 78 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°		81-1675 IN; 15.235/ x 9 x 72 G1
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°		
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°		
	92-16155	IN; 43.87 x 34.5 x 7.4; G1		
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST		
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°		
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°		

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97,5

	OM 374 989	04.1995 →	D	LA	4	3972 cm ³	2V	85 kW	115 PS	€ 16,5:1	133
	OM 374 990	04.1995 →	D	LA	4	3972 cm ³	2V	85 kW	115 PS	€ 16,5:1	133
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00									
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00									
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.									
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00									
	77 264 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00									
	87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI									
	87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B									
	87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm									
	87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm									
	87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00									

	81-1676	EX; 15.035/ x 10 x 67 G1		50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	81-1677	EX; 15.235/ x 10 x 67 G1		92-16155	IN; 43.87 x 34.5 x 7.4; G1
	81-1674	IN; 15.035/ x 9 x 72 G1			
	81-1675	IN; 15.235/ x 9 x 72 G1			

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97,5

	OM 374 Euro 0	900	D	AN	4	3972 cm ³	2V			133
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00								
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00								
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.								
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00								
	77 264 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00								
	87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI								
	87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B								
	87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm								
	87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm								
	87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00								

	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676	EX; 15.035/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1677	EX; 15.235/ x 10 x 67 G1

cont...



TRW
EngineComponents



MERCEDES-BENZ

16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1609	IN; 15/ x 9 x 78 G1
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1674	IN; 15.035/ x 9 x 72 G1
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1627	IN; 15.1/ x 9 x 78 G1
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1628	IN; 15.2/ x 9 x 78 G1
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1675	IN; 15.235/ x 9 x 72 G1
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°		
92-16153	IN; 43.87 x 34.5 x 7.8; G1; 30°		
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°		
92-16116	IN; 44.17 x 34.5 x 7.8; G1; 30°		
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°		

250	97,5								
OM 374 Euro 0	900-005, 900-006, 900-007	D	AN	4	3972 cm ³	2V	42-66 kW	57-90 PS	£17,25:1 133
OM 374	901-406, 901/-407	D	A	4	3972 cm ³	2V	68-77 kW	93-105 PS	133
78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00								
78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00								
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.								
78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00								
77 264 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00								
87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI								
87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B								
87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm								
87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm								
87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00								

251	97,5								
OM 374 Euro 1	901-000	D	A	4	3972 cm ³	2V		133	
78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00								
78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00								
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.								
78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00								
77 264 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00								
87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI								
87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B								
87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm								
87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm								
87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00								

16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

252

97,5



OM 374 Euro 0

905, 907 - 908

D AN 4 3972 cm³ 2V 66 kW 90 PS € 17,25:1 133

	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 264 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00
	87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI
	87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00

	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676	EX; 15.035/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1677	EX; 15.235/ x 10 x 67 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1609	IN; 15/ x 9 x 78 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1674	IN; 15.035/ x 9 x 72 G1
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°		81-1627	IN; 15.1/ x 9 x 78 G1
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°		81-1628	IN; 15.2/ x 9 x 78 G1
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°		81-1675	IN; 15.235/ x 9 x 72 G1
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°			
	92-16153	IN; 43.87 x 34.5 x 7.8; G1; 30°			
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°			
	92-16116	IN; 44.17 x 34.5 x 7.8; G1; 30°			
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°			

M



50 005 633

253

97,5



OM 374 Euro 0

950 - 952

D AN 4 3972 cm³ 2V 85 kW 115 PS € 16,5:1 133

	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 264 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00
	87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI
	87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00

	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676	EX; 15.035/ x 10 x 67 G1
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III		81-1677	EX; 15.235/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1609	IN; 15/ x 9 x 78 G1
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1674	IN; 15.035/ x 9 x 72 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1627	IN; 15.1/ x 9 x 78 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1628	IN; 15.2/ x 9 x 78 G1

cont...



TRW
EngineComponents



MERCEDES-BENZ

	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1675	IN; 15.235/ x 9 x 72 G1
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°		
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°		
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°		
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°		
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°		

50 005 633

254		97,5									
	OM 374 Euro 0	953	D	AN	4	3972 cm ³	2V	80 kW	110 PS	⊗ 16,5:1	133
	OM 374 Euro 0	980 - 982, 984 - 985	D	A	4	3972 cm ³	2V	100-104 kW	136-140 PS	⊗ 16,5:1	133

	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 264 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00
	87 256 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 256 695 SEMI
	87 355 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 355 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 355 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 429 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00

50 009 107 Length: 230; counterbore: 65; piston pin: 36; keystone conrod

	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676	EX; 15.035/ x 10 x 67 G1
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III		81-1677	EX; 15.235/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1609	IN; 15/ x 9 x 78 G1
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III		81-1674	IN; 15.035/ x 9 x 72 G1
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1627	IN; 15.1/ x 9 x 78 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1628	IN; 15.2/ x 9 x 78 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1675	IN; 15.235/ x 9 x 72 G1

	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16155	IN; 43.87 x 34.5 x 7.4; G1
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°

50 005 633

255		97,5									
	OM 374 Euro 0	986 - 988	D	A	4	3972 cm ³	2V	77-104 kW	105-140 PS	⊗ 16,5:1	133

	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00





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TRW
EngineComponents








MERCEDES-BENZ

77 264 604	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G		
87 256 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W		
87 355 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B		
87 355 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
87 355 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
87 429 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1		
50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod		
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	 81-1676
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1677
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III	81-1609
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1674
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1627
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1628
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1675
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°	
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	
	92-16155	IN; 43.87 x 34.5 x 7.4; G1	
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST	
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°	
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	

	50 005 633		
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256	 97,5		
	OM 376 Euro 0	910	
		D AN 6 5958 cm ³ 2V	 133

	78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1	
	78 672 610	0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50	
	78 675 604	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G	
	78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A	
	78 925 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1	
	77 265 604	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G	
	87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W	
	87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B	
	87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm	
	87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm	
	87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1	
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed	

	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	 81-1676
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1677
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1609
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1674
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1627
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°	81-1628
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°	81-1675
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°	
	92-16153	IN; 43.87 x 34.5 x 7.8; G1; 30°	
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°	
	92-16116	IN; 44.17 x 34.5 x 7.8; G1; 30°	
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°	



257

97,5



OM 376 Euro 0

910-005, 910-006, 910-007, 910-008, 910-010, 910-011, 910-012, 910-013, 910-014, 910-015, 910-016

D AN 6 5958 cm³ 2V 69-100 kW 94-136 PS ϵ 17,25:1 η 133



93 951 600



Cyl. \varnothing : 97.5; KH: 62.8; MT: -24.3; M \varnothing : 48; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

93 951 610 98,00

RTK

T6 2,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

exchangeable only in sets



93 964 600



Cyl. \varnothing : 97.5; KH: 62.5; MT: -24.3; M \varnothing : 48; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3

93 964 610 98,00

RTK

T6 2,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



93 951 960

Piston: 93951600; Cylinder liner: 89198190

93 951 961

Piston: 93951600; Cylinder liner: 89177190

93 964 960

Piston: 93964600; Cylinder liner: 89198190

93 964 961

Piston: 93964600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 675 604

PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / **78 675 624** 0,50 / **78 675 634** 0,75 / **78 675 644** 1,00

78 754 604

PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston \varnothing 94 mm.

78 925 600

PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / **78 925 620** 0,50 / **78 925 630** 0,75 / **78 925 640** 1,00

77 265 604

SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 265 614 0,25 / **77 265 624** 0,50 / **77 265 634** 0,75 / **77 265 644** 1,00

87 245 690

SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / **87 245 600** STD

87 354 693

SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 428 600

SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 428 610 0,25 / **87 428 620** 0,50 / **87 428 630** 0,75 / **87 428 640** 1,00 / **87 428 660** 1,50



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

258

97,5



OM 376 Euro 0

911, 952, 967

D A 6 5958 cm³ 2V 125-170 kW 170-230 PS ϵ 16,5:1 η 133

OM 376 Euro 0

995, 997

D LA 6 5958 cm³ 2V 127-140 kW 170-190 PS ϵ 16,5:1 η 133



78 672 600

PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 675 604

PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / **78 675 624** 0,50 / **78 675 634** 0,75 / **78 675 644** 1,00

78 754 604

PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston \varnothing 94 mm.

78 925 600

PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / **78 925 620** 0,50 / **78 925 630** 0,75 / **78 925 640** 1,00

77 265 604

SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 265 614 0,25 / **77 265 624** 0,50 / **77 265 634** 0,75 / **77 265 644** 1,00





cont...



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16155	IN; 43.87 x 34.5 x 7.4; G1
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1609	IN; 15/ x 9 x 78 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1627	IN; 15.1/ x 9 x 78 G1
	81-1628	IN; 15.2/ x 9 x 78 G1
	81-1675	IN; 15.235/ x 9 x 72 G1

259



97,5



OM 376 Euro 0

911-405, 911-407, 911-408, 911-409, 911-412

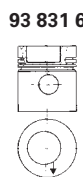
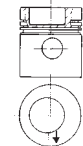
D A 6 5958 cm³ 2V 66-121 kW 90-165 PS € 16,5:1 133

OM 376 Euro 0

911-500, 911-501, 911-503, 911-510, 911-516

D LA 6 5958 cm³ 2V 154-170 kW 210-230 PS 133

M



90 532 600

Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3

90 532 610 98,00

RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

93 831 600

Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

93 831 610 98,00

RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



90 532 960

Piston: 90532600; Cylinder liner: 89198190

90 532 961

Piston: 90532600; Cylinder liner: 89177190

93 831 960

Piston: 93831600; Cylinder liner: 89198190

93 831 961

Piston: 93831600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.


cont...




TRW
EngineComponents



MERCEDES-BENZ

78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
 50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

260

 **97,5**



OM 376 Euro 0

911-410, 911-413, 911-414, 911-415, 911-416, 911-417

D A 6 5958 cm³ 2V 101-134 kW 137-182 PS ₤16,5:1 133

OM 376 Euro 0

911-509, 911-515

D LA 6 5958 cm³ 2V 142-172 kW 193-230 PS ₤16,5:1 133



78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108 Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

261

 **97,5**



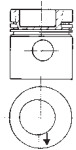
OM 376 Euro 0

941

D LA 6 5958 cm³ 2V 150 kW 204 PS ₤17,25:1 133

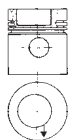


90 532 600 Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3
90 532 610 98,00



RTK
T6 2,5 MO G6
M 2,5 MO G3
DSF 4 CR
→ **80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...**

93 831 600 Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3
93 831 610 98,00



RTK
T6 2,5 MO G6
M 2,5 MO G3
DSF 4 CR
→ **80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...**



80 00192 1 1 000 Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 1 050 98,00

80 00192 1 2 000 Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 2 050 98,00

80 00192 1 3 000 Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



90 532 960 Piston: 90532600; Cylinder liner: 89198190
90 532 961 Piston: 90532600; Cylinder liner: 89177190
93 831 960 Piston: 93831600; Cylinder liner: 89198190
93 831 961 Piston: 93831600; Cylinder liner: 89177190

cont...



TRW
EngineComponents



MERCEDES-BENZ

	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.
	78 925 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
	50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16155	IN; 43.87 x 34.5 x 7.4; G1
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1609	IN; 15/ x 9 x 78 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1627	IN; 15.1/ x 9 x 78 G1
	81-1628	IN; 15.2/ x 9 x 78 G1
	81-1675	IN; 15.235/ x 9 x 72 G1

M

262



97,5



OM 376 Euro 0

945 - 947, 950 - 951, 953 - 958, 962, 964

D A 6 5958 cm³ 2V 100-131 kW 136-177 PS ϵ 16,5:1 \bar{H} 133

OM 376 Euro 0

963

D LA 6 5958 cm³ 2V 125 kW 170 PS ϵ 16,5:1 \bar{H} 133



90 532 600

Cyl. \varnothing : 97.5; KH: 62.5; MT: -22.35; M \varnothing : 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3

90 532 610 98,00

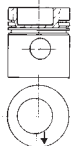
RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1** ..., **80 00192 1 2** ..., **80 00192 1 3** ...



93 831 600

Cyl. \varnothing : 97.5; KH: 62.8; MT: -22.35; M \varnothing : 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

93 831 610 98,00

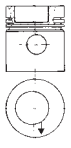
RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1** ..., **80 00192 1 2** ..., **80 00192 1 3** ...



80 00192 1 1 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



90 532 960

Piston: 90532600; Cylinder liner: 89198190

90 532 961

Piston: 90532600; Cylinder liner: 89177190







cont...



TRW
EngineComponents




MERCEDES-BENZ

93 831 960	Piston: 93831600; Cylinder liner: 89198190		
93 831 961	Piston: 93831600; Cylinder liner: 89177190		
 89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2		
89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224		
89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2		
 78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50		
78 675 604	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00		
78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston \varnothing 94 mm.		
78 925 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00		
77 265 604	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00		
87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD		
87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B		
87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50		
 50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed		
 16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	 81-1676	EX; 15.035/ x 10 x 67 G1
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III	81-1677	EX; 15.235/ x 10 x 67 G1
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1609	IN; 15/ x 9 x 78 G1
261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III	81-1674	IN; 15.035/ x 9 x 72 G1
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1627	IN; 15.1/ x 9 x 78 G1
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1628	IN; 15.2/ x 9 x 78 G1
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1675	IN; 15.235/ x 9 x 72 G1
 50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°		
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°		
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°		
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°		
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°		
92-16155	IN; 43.87 x 34.5 x 7.4; G1		
50 004 878	IN; 43.87 x 34.5 x 7.4; ST		
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°		
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°		

M

263



 **97,5**



OM 376 Euro 0

968 - 970, 972, 975

D LA 6 5958 cm³ 2V 127-156 kW 170-210 PS ξ 16,5:1  133

 78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50		
78 675 604	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00		
78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston \varnothing 94 mm.		
78 925 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00		
77 265 604	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00		
87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD		
87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B		
87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50		
 50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed		
50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod		




cont...




TRW
EngineComponents



MERCEDES-BENZ

	16122 1604 16106 261100 16130 16109 16136	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676 81-1677 81-1609 81-1674 81-1627 81-1628 81-1675	EX; 15.035/ x 10 x 67 G1 EX; 15.235/ x 10 x 67 G1 IN; 15/ x 9 x 78 G1 IN; 15.035/ x 9 x 72 G1 IN; 15.1/ x 9 x 78 G1 IN; 15.2/ x 9 x 78 G1 IN; 15.235/ x 9 x 72 G1
	50 004 886 50 004 879 92-16108 50 004 889 92-16131 92-16155 50 004 878 50 004 877 50 004 885	EX; 38.07 x 28 x 8.5; ST; 45° EX; 38.07 x 30 x 8.5; ST; 45° EX; 38.08 x 28 x 8.5; G1; 45° EX; 38.08 x 30 x 7.9; ST; 45° EX; 38.38 x 30 x 8.5; G1; 45° IN; 43.87 x 34.5 x 7.4; G1 IN; 43.87 x 34.5 x 7.4; ST IN; 43.87 x 34.5 x 7.8; ST; 30° IN; 45.08 x 37 x 8.3; ST; 45°			

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 **97,5**



OM 376 Euro 0

976 - 977

D LA 6 5958 cm³ 2V 127 kW 170 PS £ 16,5:1 133

	80 00192 1 1 000 80 00192 1 2 000 80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00 Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00 Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]			
	89 177 190 89 543 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2 T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2			
	78 672 600 78 675 604 78 754 604 78 925 600 77 265 604 87 245 690 87 354 693 87 354 793 87 354 893 87 428 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50 PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00 PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm. PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00 SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00 SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50			
	50 009 108 50 009 107	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed Length: 230; counterbore: 65; piston pin: 36; keystone conrod			
	16122 1604 16106 261100 16130 16109 16136	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676 81-1677 81-1609 81-1674 81-1627 81-1628 81-1675	EX; 15.035/ x 10 x 67 G1 EX; 15.235/ x 10 x 67 G1 IN; 15/ x 9 x 78 G1 IN; 15.035/ x 9 x 72 G1 IN; 15.1/ x 9 x 78 G1 IN; 15.2/ x 9 x 78 G1 IN; 15.235/ x 9 x 72 G1
	50 004 886 50 004 879 92-16108 50 004 889 92-16131 92-16155 50 004 878 50 004 877 50 004 885	EX; 38.07 x 28 x 8.5; ST; 45° EX; 38.07 x 30 x 8.5; ST; 45° EX; 38.08 x 28 x 8.5; G1; 45° EX; 38.08 x 30 x 7.9; ST; 45° EX; 38.38 x 30 x 8.5; G1; 45° IN; 43.87 x 34.5 x 7.4; G1 IN; 43.87 x 34.5 x 7.4; ST IN; 43.87 x 34.5 x 7.8; ST; 30° IN; 45.08 x 37 x 8.3; ST; 45°			



TRW
EngineComponents



MERCEDES-BENZ

265

97,5



OM 376 Euro 0

980 - 982 (USA), 987 - 989 (USA), 998 - 999 (USA)

D LA 6 5958 cm³ 2V 127-142 kW 170-190 PS ϵ 16,5:1 η 133

	93 951 600	Cyl. \varnothing : 97.5; KH: 62.8; MT: -24.3; M \varnothing : 48; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 93 951 610 98,00 RTK T6 2,5 MO G6 M 2,5 G3 DSF 4 CR → 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ... exchangeable only in sets	
 	93 964 600	Cyl. \varnothing : 97.5; KH: 62.5; MT: -24.3; M \varnothing : 48; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3 93 964 610 98,00 RTK T6 2,5 MO G6 M 2,5 G3 DSF 4 CR → 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...	
	80 00192 1 1 000	Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00	
	80 00192 1 2 000	Cyl. \varnothing : 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00	
	80 00192 1 3 000	Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]	
	93 951 960	Piston: 93951600; Cylinder liner: 89198190	
	93 951 961	Piston: 93951600; Cylinder liner: 89177190	
	93 964 960	Piston: 93964600; Cylinder liner: 89198190	
	93 964 961	Piston: 93964600; Cylinder liner: 89177190	
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2	
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224	
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2	
	78 672 600	PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50	
	78 675 604	PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00	
	78 754 604	PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.	
	78 925 600	PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00	
	77 265 604	SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00	
	87 245 690	SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD	
	87 354 693	SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B	
	87 354 793	SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm	
	87 354 893	SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm	
	87 428 600	SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50	
	50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed	
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	 81-1676 EX; 15.035/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	 81-1677 EX; 15.235/ x 10 x 67 G1
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	 81-1674 IN; 15.035/ x 9 x 72 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	 81-1675 IN; 15.235/ x 9 x 72 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	 50 004 886 EX; 38.07 x 28 x 8.5; ST; 45°
			 92-16108 EX; 38.08 x 28 x 8.5; G1; 45°
			50 004 889 EX; 38.08 x 30 x 7.9; ST; 45°
			92-16131 EX; 38.38 x 30 x 8.5; G1; 45°
			50 004 877 IN; 43.87 x 34.5 x 7.8; ST; 30°
			50 004 885 IN; 45.08 x 37 x 8.3; ST; 45°

M




266


97,5



OM 376 Euro 0

984, 986

D LA 6 5958 cm³ 2V 150 kW 204 PS € 16,5:1 133

	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50

 **50 009 108** Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III		81-1676	EX; 15.035/ x 10 x 67 G1
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III		81-1677	EX; 15.235/ x 10 x 67 G1
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III		81-1609	IN; 15/ x 9 x 78 G1
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1674	IN; 15.035/ x 9 x 72 G1
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III		81-1627	IN; 15.1/ x 9 x 78 G1
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III		81-1628	IN; 15.2/ x 9 x 78 G1

	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°	81-1675	IN; 15.235/ x 9 x 72 G1
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°		
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°		
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°		
	92-16155	IN; 43.87 x 34.5 x 7.4; G1		
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST		
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°		
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°		

M


267

97,5

OM 376 Euro 0

993

D LA 6 5958 cm³ 2V 150 kW 204 PS € 16,5:1 133

	92 525 700	Cyl. Ø: 97.5; KH: 62.8; MT: -22.6; MØ: 54.65; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 RTK, TPL T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR
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 **80 00192 1 1 000** Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 1 050 98,00

80 00192 1 2 000 Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 2 050 98,00

80 00192 1 3 000 Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]


 **92 525 970** Piston: 92525700; Cylinder liner: 89177190

92 525 971 Piston: 92525700; Cylinder liner: 89543190

 **89 177 190** T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190 T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190 T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2

 **78 672 600** PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 675 604 PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
78 675 614 0,25 / **78 675 624** 0,50 / **78 675 634** 0,75 / **78 675 644** 1,00

78 754 604 PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston Ø 94 mm.

cont...



TRW
EngineComponents



MERCEDES-BENZ

78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16155	IN; 43.87 x 34.5 x 7.4; G1
50 004 878	IN; 43.87 x 34.5 x 7.4; ST
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
81-1676	EX; 15.035/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1609	IN; 15/ x 9 x 78 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1627	IN; 15.1/ x 9 x 78 G1
81-1628	IN; 15.2/ x 9 x 78 G1
81-1675	IN; 15.235/ x 9 x 72 G1

268	97,5	
OM 377 Euro 0	940 - 945	D A 6 5958 cm ³ 2V 125 kW 170 PS € 16,5:1 133
OM 377 Euro 0	960, 962 - 964, 968, 972 - 973, 980 - 985	D LA 6 5958 cm ³ 2V 140-170 kW 190-230 PS € 16,5:1 133

78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod
16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
81-1676	EX; 15.035/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1675	IN; 15.235/ x 9 x 72 G1
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°

cont...



92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16155	IN; 43.87 x 34.5 x 7.4; G1
50 004 878	IN; 43.87 x 34.5 x 7.4; ST
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°

269

97,5



OM 377 Euro 0

961

D LA 6 5958 cm³ 2V 150-170 kW 204-230 PS € 16,5:1 133



78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108	Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed
50 009 107	Length: 230; counterbore: 65; piston pin: 36; keystone conrod



16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1676	EX; 15.035/ x 10 x 67 G1
81-1677	EX; 15.235/ x 10 x 67 G1
81-1674	IN; 15.035/ x 9 x 72 G1
81-1675	IN; 15.235/ x 9 x 72 G1



50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16155	IN; 43.87 x 34.5 x 7.4; G1
50 004 878	IN; 43.87 x 34.5 x 7.4; ST
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°

M

270

97,5



OM 380 Euro 0

940

06.1985 →

D A 4 3972 cm³ 2V 85 kW 115 PS € 16,5:1 133



MB-Trac 800 turbo



16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16155	IN; 43.87 x 34.5 x 7.4; G1
50 004 878	IN; 43.87 x 34.5 x 7.4; ST
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°



271

97,5



OM 380 Euro 0

942

06.1985 →

D

A

4

3972 cm³

2V

85 kW

115 PS

ε 16,5:1

133

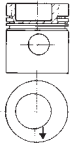


MB-Trac 800 turbo



90 532 600

Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3



90 532 610 98,00

RTK

T6 2,5 MO G6

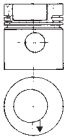
M 2,5 MO G3

DSF 4 CR

→ 80 00192 1 1 ..., 80 00192 1 2 ..., 80 00192 1 3 ...

93 831 600

Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3



93 831 610 98,00

RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ 80 00192 1 1 ..., 80 00192 1 2 ..., 80 00192 1 3 ...



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



90 532 960

Piston: 90532600; Cylinder liner: 89198190

90 532 961

Piston: 90532600; Cylinder liner: 89177190

93 831 960

Piston: 93831600; Cylinder liner: 89198190

93 831 961

Piston: 93831600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - 20° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

50 004 878

IN; 43.87 x 34.5 x 7.4; ST

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°

M

272

97,5



OM 380 Euro 0

943

12.1993 →

D

A

4

3972 cm³

2V

79 kW

107 PS

ε 16,5:1

133

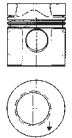


MB-Trac 800 turbo



91 598 600

Cyl. Ø: 97.5; KH: 62.8; MT: -23; MØ: 54.25; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3



RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ 80 00192 1 1 ..., 80 00192 1 2 ..., 80 00192 1 3 ...



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



91 598 960

Piston: 91598600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed

50 009 107

Length: 230; counterbore: 65; piston pin: 36; keystone conrod



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III



81-1676

EX; 15.035/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1674

IN; 15.035/ x 9 x 72 G1

cont...




TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

261100 IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
16130 IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16109 IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16136 IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III

81-1675 IN; 15.235/ x 9 x 72 G1
 **50 004 886** EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879 EX; 38.07 x 30 x 8.5; ST; 45°
92-16108 EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889 EX; 38.08 x 30 x 7.9; ST; 45°
92-16131 EX; 38.38 x 30 x 8.5; G1; 45°
92-16155 IN; 43.87 x 34.5 x 7.4; G1
50 004 878 IN; 43.87 x 34.5 x 7.4; ST
50 004 877 IN; 43.87 x 34.5 x 7.8; ST; 30°
50 004 885 IN; 45.08 x 37 x 8.3; ST; 45°


273

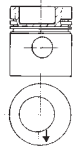
 **97,5**

 **OM 382 Euro 0**

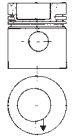
913, 919, 971


D A 6 5958 cm³ 2V 125-150 kW 170-204 PS ξ 16,5:1 H 133

 **90 532 600** Cyl. \varnothing : 97.5; KH: 62.5; MT: -22.35; M \varnothing : 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3
90 532 610 98,00
 RTK
 T6 2,5 MO G6
 M 2,5 MO G3
 DSF 4 CR
 → **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



93 831 600 Cyl. \varnothing : 97.5; KH: 62.8; MT: -22.35; M \varnothing : 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3
93 831 610 98,00
 RTK
 T6 2,5 MO G6
 M 2,5 MO G3
 DSF 4 CR
 → **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



 **80 00192 1 1 000** Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 1 050 98,00
80 00192 1 2 000 Cyl. \varnothing : 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]
80 00192 1 2 050 98,00
80 00192 1 3 000 Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



90 532 960 Piston: 90532600; Cylinder liner: 89198190
90 532 961 Piston: 90532600; Cylinder liner: 89177190
93 831 960 Piston: 93831600; Cylinder liner: 89198190
93 831 961 Piston: 93831600; Cylinder liner: 89177190



89 177 190 T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 198 190 T - Dry cylinder liner; semi; A=100.4 L=224
89 543 190 T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600 PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 675 604 PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G
78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
78 754 604 PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A
78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston \varnothing 94 mm.
78 925 600 PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
77 265 604 SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G
77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
87 245 690 SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W
87 245 695 SEMI / 87 245 600 STD
87 354 693 SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B
87 354 793 SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893 SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 428 600 SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



50 009 108 Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed



16122 EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
16106 EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
261100 IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
16130 IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
16109 IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III



50 004 886 EX; 38.07 x 28 x 8.5; ST; 45°
50 004 879 EX; 38.07 x 30 x 8.5; ST; 45°
92-16108 EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889 EX; 38.08 x 30 x 7.9; ST; 45°
92-16131 EX; 38.38 x 30 x 8.5; G1; 45°

cont...



TRW
EngineComponents



MERCEDES-BENZ

16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	92-16155	IN; 43.87 x 34.5 x 7.4; G1
		50 004 878	IN; 43.87 x 34.5 x 7.4; ST
		50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
		50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°

50 005 629		50 005 836	
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274	97,5								
OM 382 Euro 0	916 (TUR)								
	01.1977 →	D	AN 6	5958 cm ³	2V	96 kW	130 PS		133
U 1300									

78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50

16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	81-1676	EX; 15.035/ x 10 x 67 G1
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1677	EX; 15.235/ x 10 x 67 G1
261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III	81-1609	IN; 15/ x 9 x 78 G1
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1674	IN; 15.035/ x 9 x 72 G1
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	81-1627	IN; 15.1/ x 9 x 78 G1
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	81-1628	IN; 15.2/ x 9 x 78 G1
		81-1675	IN; 15.235/ x 9 x 72 G1

50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
92-16155	IN; 43.87 x 34.5 x 7.4; G1
50 004 878	IN; 43.87 x 34.5 x 7.4; ST
92-16153	IN; 43.87 x 34.5 x 7.8; G1; 30°
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
92-16116	IN; 44.17 x 34.5 x 7.8; G1; 30°
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°

50 006 356	CAM
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50 005 843	
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275	97,5								
OM 382 Euro 0	917 (TUR), 950 (TUR)								
	03.1988 →	D	A 6	5958 cm ³	2V	110-125 kW	150-170 PS		133
U 1300, U 1700									

78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00

cont...



TRW
EngineComponents



MERCEDES-BENZ

87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD		
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B		
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm		
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm		
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50		
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	81-1676	EX; 15.035/ x 10 x 67 G1
261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III	81-1677	EX; 15.235/ x 10 x 67 G1
50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°		
50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°		
92-16155	IN; 43.87 x 34.5 x 7.4; G1		
50 004 878	IN; 43.87 x 34.5 x 7.4; ST		
50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°		
50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°		
50 005 836			

276	97,5									
OM 382 Euro 0	970 (TUR)									
		D	LA	6	5958 cm³	2V	177 kW	240 PS	€ 16,5:1	133

92 525 700	Cyl. Ø: 97.5; KH: 62.8; MT: -22.6; MØ: 54.65; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3 RTK, TPL T6 2,5 MO G6 M 2,5 MO G3 DSF 4 CR
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80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]

92 525 970	Piston: 92525700; Cylinder liner: 89177190
92 525 971	Piston: 92525700; Cylinder liner: 89543190
89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224
89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2

78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50

16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III	50 004 879	EX; 38.07 x 30 x 8.5; ST; 45°
261100	IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III	92-16155	IN; 43.87 x 34.5 x 7.4; G1
		50 004 878	IN; 43.87 x 34.5 x 7.4; ST
		50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°

cont...



TRW
EngineComponents



MERCEDES-BENZ

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°

50 005 836

277

97,5



OM 384 Euro 0

906

D AN 4 3972 cm³ 2V 66 kW 90 PS €17,25:1 133



93 951 600

Cyl. Ø: 97.5; KH: 62.8; MT: -24.3; MØ: 48; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

93 951 610 98,00

RTK

T6 2,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

exchangeable only in sets



93 964 600

Cyl. Ø: 97.5; KH: 62.5; MT: -24.3; MØ: 48; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3

93 964 610 98,00

RTK

T6 2,5 MO G6

M 2,5 G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



93 951 960

Piston: 93951600; Cylinder liner: 89198190

93 951 961

Piston: 93951600; Cylinder liner: 89177190

93 964 960

Piston: 93964600; Cylinder liner: 89198190

93 964 961

Piston: 93964600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00

77 264 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 264 614 0,25 / 77 264 624 0,50 / 77 264 634 0,75 / 77 264 644 1,00

87 256 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W

87 256 695 SEMI

87 355 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 429 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 429 610 0,25 / 87 429 620 0,50 / 87 429 630 0,75 / 87 429 640 1,00



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



81-1676

EX; 15.035/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1675

IN; 15.235/ x 9 x 72 G1



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

50 004 878

IN; 43.87 x 34.5 x 7.4; ST

92-16153

IN; 43.87 x 34.5 x 7.8; G1; 30°

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

cont...

M



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

92-16116 IN; 44.17 x 34.5 x 7.8; G1; 30°
50 004 885 IN; 45.08 x 37 x 8.3; ST; 45°

278

97,5



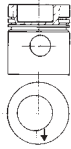
OM 384 Euro 0

907

D A 4 3972 cm³ 2V 85 kW 115 PS ξ 16,5:1 η 133



90 532 600



Cyl. \varnothing : 97.5; KH: 62.5; MT: -22.35; M \varnothing : 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3

90 532 610 98,00

RTK

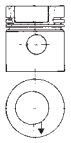
T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

93 831 600



Cyl. \varnothing : 97.5; KH: 62.8; MT: -22.35; M \varnothing : 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

93 831 610 98,00

RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



90 532 960

Piston: 90532600; Cylinder liner: 89198190

90 532 961

Piston: 90532600; Cylinder liner: 89177190

93 831 960

Piston: 93831600; Cylinder liner: 89198190

93 831 961

Piston: 93831600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2

M



78 672 600

PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00

78 675 604

PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / **78 675 624** 0,50 / **78 675 634** 0,75 / **78 675 644** 1,00

78 754 604

PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston \varnothing 94 mm.

78 925 600

PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / **78 925 620** 0,50 / **78 925 630** 0,75 / **78 925 640** 1,00

77 264 604

SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 264 614 0,25 / **77 264 624** 0,50 / **77 264 634** 0,75 / **77 264 644** 1,00

87 256 690

SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W

87 256 695 SEMI

87 355 693

SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 429 600

SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 429 610 0,25 / **87 429 620** 0,50 / **87 429 630** 0,75 / **87 429 640** 1,00



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

1604

EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

50 004 878

IN; 43.87 x 34.5 x 7.4; ST

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°



279

97,5



OM 384 Euro 1

908

D A 4 3972 cm³ 2V 79 kW 107 PS ϵ 16,5:1 \bar{H} 133



91 598 600

Cyl. \varnothing : 97.5; KH: 62.8; MT: -23; M \varnothing : 54.25; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3



RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. \varnothing : 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



91 598 960

Piston: 91598600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2



78 672 600

PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00

78 675 604

PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / **78 675 624** 0,50 / **78 675 634** 0,75 / **78 675 644** 1,00

78 754 604

PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston \varnothing 94 mm.

78 925 600

PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / **78 925 620** 0,50 / **78 925 630** 0,75 / **78 925 640** 1,00

77 264 604

SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 264 614 0,25 / **77 264 624** 0,50 / **77 264 634** 0,75 / **77 264 644** 1,00

87 256 690

SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W

87 256 695 SEMI

87 355 693

SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B

87 355 793

SET PL-B SEMI \varnothing 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 355 893

SET PL-B SEMI \varnothing 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 429 600

SET PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 429 610 0,25 / **87 429 620** 0,50 / **87 429 630** 0,75 / **87 429 640** 1,00



50 009 108

Length: 230; counterbore: 65; piston pin: 36; conrod parallel, toothed



16122

EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III

16106

EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III

261100

IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III

16130

IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16109

IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III

16136

IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



50 004 886

EX; 38.07 x 28 x 8.5; ST; 45°

50 004 879

EX; 38.07 x 30 x 8.5; ST; 45°

92-16108

EX; 38.08 x 28 x 8.5; G1; 45°

50 004 889

EX; 38.08 x 30 x 7.9; ST; 45°

92-16131

EX; 38.38 x 30 x 8.5; G1; 45°

92-16155

IN; 43.87 x 34.5 x 7.4; G1

50 004 878

IN; 43.87 x 34.5 x 7.4; ST

50 004 877

IN; 43.87 x 34.5 x 7.8; ST; 30°

50 004 885

IN; 45.08 x 37 x 8.3; ST; 45°

280

97,5



OM 386 Euro 0

900-409

06.1982 →

D A 6 5958 cm³ 2V 125 kW 170 PS ϵ 16,5:1 \bar{H} 133



78 672 600

PAIR PL STD \varnothing 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / **78 672 620** 0,50 / **78 672 630** 0,75 / **78 672 640** 1,00 / **78 672 650** 1,25 / **78 672 660** 1,50

78 675 604

PAIR PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / **78 675 624** 0,50 / **78 675 634** 0,75 / **78 675 644** 1,00

78 754 604

PAIR PL-L STD \varnothing 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / **78 754 624** 0,50, For Compressor with Piston \varnothing 94 mm.

78 925 600

PAIR HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / **78 925 620** 0,50 / **78 925 630** 0,75 / **78 925 640** 1,00

77 265 604

SET HL STD \varnothing 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD \varnothing 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 265 614 0,25 / **77 265 624** 0,50 / **77 265 634** 0,75 / **77 265 644** 1,00

87 245 690

SET NW-L SEMI \varnothing 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI \varnothing 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI \varnothing 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / **87 245 600** STD

87 354 693

SET PL-B SEMI \varnothing 36.000 / 39.000 / 34.500 / St/B

cont...



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

- 87 354 793 SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
- 87 354 893 SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
- 87 428 600 SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
- 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50

281

97,5



OM 386 Euro 0

906 (INA)

D A 6 5958 cm³ 2V 100 kW 136 PS ϵ 16,5:1 \bar{H} 133



- 78 672 600 PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
- 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
- 78 675 604 PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
- 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
- 78 754 604 PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A
- 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
- 78 925 600 PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1
- 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
- 77 265 604 SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G
- 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
- 87 245 690 SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W
- 87 245 695 SEMI / 87 245 600 STD
- 87 354 693 SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
- 87 354 793 SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
- 87 354 893 SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
- 87 428 600 SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1
- 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



- 16122 EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
- 16106 EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
- 261100 IN; 42 x 9 x 140.5 x A/S - - 20° - 5 - III
- 16130 IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
- 16109 IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
- 16136 IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III



- 81-1676 EX; 15.035/ x 10 x 67 G1
- 81-1677 EX; 15.235/ x 10 x 67 G1
- 81-1609 IN; 15/ x 9 x 78 G1
- 81-1674 IN; 15.035/ x 9 x 72 G1
- 81-1627 IN; 15.1/ x 9 x 78 G1
- 81-1628 IN; 15.2/ x 9 x 78 G1
- 81-1675 IN; 15.235/ x 9 x 72 G1

M



- 50 004 886 EX; 38.07 x 28 x 8.5; ST; 45°
- 92-16108 EX; 38.08 x 28 x 8.5; G1; 45°
- 50 004 889 EX; 38.08 x 30 x 7.9; ST; 45°
- 92-16131 EX; 38.38 x 30 x 8.5; G1; 45°
- 92-16155 IN; 43.87 x 34.5 x 7.4; G1
- 50 004 878 IN; 43.87 x 34.5 x 7.4; ST
- 92-16153 IN; 43.87 x 34.5 x 7.8; G1; 30°
- 50 004 877 IN; 43.87 x 34.5 x 7.8; ST; 30°
- 92-16116 IN; 44.17 x 34.5 x 7.8; G1; 30°
- 50 004 885 IN; 45.08 x 37 x 8.3; ST; 45°



- 50 006 356 CAM

282

97,5



OM 386 Euro 0

950 - 952 (INA)

D A 6 5958 cm³ 2V 125 kW 170 PS ϵ 16,5:1 \bar{H} 133

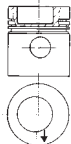
OM 386 Euro 0

980 - 981 (INA), 983 (INA)

D LA 6 5958 cm³ 2V 150 kW 204 PS ϵ 16,5:1 \bar{H} 133

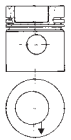


- 90 532 600 Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3
- 90 532 610 98,00
- RTK
- T6 2,5 MO G6
- M 2,5 MO G3
- DSF 4 CR
- 80 00192 1 1 ..., 80 00192 1 2 ..., 80 00192 1 3 ...











93 831 600

- Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3
- 93 831 610 98,00
- RTK
- T6 2,5 MO G6
- M 2,5 MO G3
- DSF 4 CR
- 80 00192 1 1 ..., 80 00192 1 2 ..., 80 00192 1 3 ...






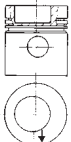


cont...



	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]
	90 532 960	Piston: 90532600; Cylinder liner: 89198190
	90 532 961	Piston: 90532600; Cylinder liner: 89177190
	93 831 960	Piston: 93831600; Cylinder liner: 89198190
	93 831 961	Piston: 93831600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	16122	EX; 36 x 10 x 140.5 x A/S - Cr - 45° - 5 - III
	1604	EX; 36 x 10 x 140.5 x S - Cr - 45° - VS - 5 - III
	16106	EX; 36 x 10 x 140.6 x A/S - Cr - 45° - 5 - III
	16130	IN; 42 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16109	IN; 43 x 9 x 140.5 x A/S - Cr - 30° - 5 - III
	16136	IN; 44 x 9 x 140.5 x A/S - Cr - 45° - 5 - III
	50 004 886	EX; 38.07 x 28 x 8.5; ST; 45°
	92-16108	EX; 38.08 x 28 x 8.5; G1; 45°
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16131	EX; 38.38 x 30 x 8.5; G1; 45°
	92-16155	IN; 43.87 x 34.5 x 7.4; G1
	50 004 878	IN; 43.87 x 34.5 x 7.4; ST
	50 004 877	IN; 43.87 x 34.5 x 7.8; ST; 30°
	50 004 885	IN; 45.08 x 37 x 8.3; ST; 45°
	50 006 357	CAM
	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1609	IN; 15/ x 9 x 78 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1627	IN; 15.1/ x 9 x 78 G1
	81-1628	IN; 15.2/ x 9 x 78 G1
	81-1675	IN; 15.235/ x 9 x 72 G1

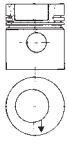
M

283		97,5
	OM 390 Euro 0	900-006 (AMS), 900-007, 900-405 (AMS), 900-407
		D A 6 5958 cm ³ 2V 100-127 kW 136-173 PS ξ 16,5:1  133
	OM 390 Euro 0	900-505 (AMS), 900-506, 900-508 (AMS)
		D LA 6 5958 cm ³ 2V 138-150 kW 185-204 PS ξ 16,5:1  133
	90 532 600	Cyl. Ø: 97.5; KH: 62.5; MT: -22.35; MØ: 56; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3
	90 532 610 98,00	RTK
		T6 2,5 MO G6
		M 2,5 MO G3
		DSF 4 CR
		→ 80 00192 1 1 ... , 80 00192 1 2 ... , 80 00192 1 3 ...

cont...



93 831 600



Cyl. Ø: 97.5; KH: 62.8; MT: -22.35; MØ: 56; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

93 831 610 98,00

RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

80 00192 1 1 000



Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]



90 532 960

Piston: 90532600; Cylinder liner: 89198190

90 532 961

Piston: 90532600; Cylinder liner: 89177190

93 831 960

Piston: 93831600; Cylinder liner: 89198190

93 831 961

Piston: 93831600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2

89 198 190

T - Dry cylinder liner; semi; A=100.4 L=224

89 543 190

T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2



78 672 600

PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50

78 675 604

PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00

78 754 604

PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A

78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.

78 925 600

PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1

78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00

77 265 604

SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G

77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00

87 245 690

SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W;

NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W

87 245 695 SEMI / 87 245 600 STD

87 354 693

SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B

87 354 793

SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm

87 354 893

SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm

87 428 600

SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1

87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50



81-1676

EX; 15.035/ x 10 x 67 G1

81-1677

EX; 15.235/ x 10 x 67 G1

81-1674

IN; 15.035/ x 9 x 72 G1

81-1675

IN; 15.235/ x 9 x 72 G1



50 005 836

284

97,5



OM 390 Euro 0

900-509 (AMS)

D LA 6 5958 cm³ 2V 156 kW 210 PS €16,5:1 133



93 951 600

Cyl. Ø: 97.5; KH: 62.8; MT: -24.3; MØ: 48; GL: 107.8; piston pin: 36x82.5; number of piston rings: 3

93 951 610 98,00

RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**

exchangeable only in sets

93 964 600

Cyl. Ø: 97.5; KH: 62.5; MT: -24.3; MØ: 48; GL: 107.5; piston pin: 36x82.5; number of piston rings: 3

93 964 610 98,00

RTK

T6 2,5 MO G6

M 2,5 MO G3

DSF 4 CR

→ **80 00192 1 1 ...**, **80 00192 1 2 ...**, **80 00192 1 3 ...**



80 00192 1 1 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 1 050 98,00

80 00192 1 2 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4]

80 00192 1 2 050 98,00

80 00192 1 3 000

Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]

cont...



TRW
EngineComponents



MERCEDES-BENZ


	93 951 960	Piston: 93951600; Cylinder liner: 89198190
	93 951 961	Piston: 93951600; Cylinder liner: 89177190
	93 964 960	Piston: 93964600; Cylinder liner: 89198190
	93 964 961	Piston: 93964600; Cylinder liner: 89177190
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2
	89 198 190	T - Dry cylinder liner; semi; A=100.4 L=224
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50
	81-1676	EX; 15.035/ x 10 x 67 G1
	81-1677	EX; 15.235/ x 10 x 67 G1
	81-1674	IN; 15.035/ x 9 x 72 G1
	81-1675	IN; 15.235/ x 9 x 72 G1
	50 005 836	

285		97,5	OM 390 Euro 0	900-516, 900-517, 900-518, 900-519, 900-521, 900-523	D	LA	6	5958 cm ³	2V	127-156 kW	170-210 PS	ε 16,5:1	133
	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50											
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00											
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50 , For Compressor with Piston Ø 94 mm.											
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00											
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00											
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD											
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B											
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm											
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm											
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50											
	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°											
	92-16155	IN; 43.87 x 34.5 x 7.4; G1											

286		97,5	OM 390 Euro 0	900-549	D	LA	6	5958 cm ³	2V	156 kW	212 PS	ε 16,5:1	133
	80 00192 1 1 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 1 050 98,00											
	80 00192 1 2 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 CR 2.5] [M G3 IWU 2.5] [DSF CR 4] 80 00192 1 2 050 98,00											
	80 00192 1 3 000	Cyl. Ø: 97.5; Set: 1; [T6 G6 MO 2.5] [M G3 IWU MO 2.5] [DSF CR 4]											
	89 177 190	T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2											
	89 543 190	T - Dry cylinder liner; semi; A=101 C=104 L=222 H=5.2											

cont...



	78 672 600	PAIR PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 78 672 610 0,25 / 78 672 620 0,50 / 78 672 630 0,75 / 78 672 640 1,00 / 78 672 650 1,25 / 78 672 660 1,50
	78 675 604	PAIR PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 78 675 614 0,25 / 78 675 624 0,50 / 78 675 634 0,75 / 78 675 644 1,00
	78 754 604	PAIR PL-L STD Ø 32.000 / 35.000 / 21.000 / 1.487 St/A 78 754 614 0,25 / 78 754 624 0,50, For Compressor with Piston Ø 94 mm.
	78 925 600	PAIR HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1 78 925 610 0,25 / 78 925 620 0,50 / 78 925 630 0,75 / 78 925 640 1,00
	77 265 604	SET HL STD Ø 88.010 / 93.000 / 24.100 / 2.477 St/B/G1; PASS-L STD Ø 88.010 / 93.000 / 31.810 / 2.474 St/B/G 77 265 614 0,25 / 77 265 624 0,50 / 77 265 634 0,75 / 77 265 644 1,00
	87 245 690	SET NW-L SEMI Ø 55.210 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.960 / 60.000 / 26.000 / St/B; NW-L SEMI Ø 55.460 / 60.000 / 26.000 / St/W; NW-L SEMI Ø 55.710 / 60.000 / 26.000 / St/W 87 245 695 SEMI / 87 245 600 STD
	87 354 693	SET PL-B SEMI Ø 36.000 / 39.000 / 34.500 / St/B
	87 354 793	SET PL-B SEMI Ø 36.000 / 39.200 / 34.500 / St/B, outside oversize + 0,20 mm
	87 354 893	SET PL-B SEMI Ø 36.000 / 39.500 / 34.500 / St/B, outside oversize + 0,50 mm
	87 428 600	SET PL STD Ø 60.015 / 65.000 / 29.400 / 2.472 St/B/G1 87 428 610 0,25 / 87 428 620 0,50 / 87 428 630 0,75 / 87 428 640 1,00 / 87 428 660 1,50

	50 004 889	EX; 38.08 x 30 x 7.9; ST; 45°
	92-16155	IN; 43.87 x 34.5 x 7.4; G1

	50 005 836	
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287

100









MB Kompressor


1

(1)


(1) for OM 442.971, OM 501/502/541/542 LA


	94 919 600	Cyl. Ø: 100; KH: 30.4; GL: 52.2; piston pin: 20x50; number of piston rings: 3 94 919 610 100,50 NM 2,5 MO NM 2,5 GSF 4 → 80 00181 1 0 ...
		
		

	99 849 600	Cyl. Ø: 100; KH: 30.4; GL: 52.2; piston pin: 20x50; number of piston rings: 3 99 849 610 100,50 / 99 849 620 101,00 NM 2,5 MO NM 2,5 GSF 3 → 80 00548 1 0 ...
		
		

	80 00181 1 0 000	Cyl. Ø: 100; Set: 1; [NM MO 2.5] [NM 2.5] [GSF 4] 80 00181 1 0 100 101,00
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	80 00548 1 0 000	Cyl. Ø: 100; Set: 1; [NM MO 2.5] [NM 2.5] [GSF 3]
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	94 919 960	Piston: 94919600; Cylinder liner: 89452110
	94 919 961	Piston: 94919600; Cylinder liner: 89529110
	94 919 962	Piston: 94919600; Cylinder liner: 89537110
	94 919 963	Piston: 94919600; Cylinder liner: 89535110
	94 919 964	Piston: 94919600; Cylinder liner: 89597110
	99 849 960	Piston: 99849600; Cylinder liner: 89452110
	99 849 961	Piston: 99849600; Cylinder liner: 89529110
	99 849 962	Piston: 99849600; Cylinder liner: 89537110
	99 849 963	Piston: 99849600; Cylinder liner: 89535110
	99 849 964	Piston: 99849600; Cylinder liner: 89597110

	89 452 110	K - Compressor cylinder; finished; A=106 L=101 H=89
	89 597 110	K - Compressor cylinder; finished; A=106 L=101 H=89, with recess at sealing face , air-cooled
	89 537 110	K - Compressor cylinder; finished; A=106 L=91 H=84
	89 529 110	K - Compressor cylinder; finished; A=115 L=102 H=102
	89 535 110	K - Compressor cylinder; finished; L=102 H=102



288



102



OM 904

944, 946 - 947, 954

12.1995 → D LA 4 4250 cm³ 3V 90-130 kW 122-177 PS 130

OM 904 Euro 2

944, 946 - 947, 954

12.1995 → D LA 4 4250 cm³ 3V 90-130 kW 122-177 PS 130

OM 904 Euro 3

944, 946 - 947, 954

12.1995 → D LA 4 4250 cm³ 3V 90-130 kW 122-177 PS 130



94 705 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 40x78; number of piston rings: 3

RTK, TPL

T6 3 PC G6

M 2,5 CR

DSF 4 CR

→ **80 00371 1 0 ...**

piston pin Ø 40,00 mm



94 706 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 40x78; number of piston rings: 3

RTK, TPL

T6 3 PC G6

M 2,5 CR

DSF 4 CR

→ **80 00371 1 0 ...**



94 707 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 40x78; number of piston rings: 3

RTK, TPL

T6 3 PC G6

M 2,5 CR

DSF 4 CR

→ **80 00371 1 0 ...**

piston pin Ø 40,00 mm



94 931 600



Cyl. Ø: 102; KH: 64.4; MT: -13.13; MØ: 72.9; GL: 102.4; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6

M 2,5 CR

DSF 4 CR

→ **80 00371 1 0 ...**

piston pin Ø 42,00 mm



94 932 600



Cyl. Ø: 102; KH: 64.1; MT: -13.13; MØ: 72.92; GL: 102.1; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6

M 2,5 CR

DSF 4 CR

→ **80 00371 1 0 ...**



94 933 600



Cyl. Ø: 102; KH: 63.8; MT: -13.13; MØ: 72.9; GL: 101.8; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6

M 2,5 CR

DSF 4 CR

→ **80 00371 1 0 ...**



94 971 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6

M 2,5 CR

DSF 4 CR

→ **80 00371 1 0 ...**

piston pin Ø 42,00 mm



94 972 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6

M 2,5 CR

DSF 4 CR

→ **80 00371 1 0 ...**

piston pin Ø 42,00 mm



cont...

M



TRW
EngineComponents



MERCEDES-BENZ

94 973 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]

94 705 960

Piston: 94705600; Cylinder liner: 89513190

94 706 960

Piston: 94706600; Cylinder liner: 89513190

94 707 960

Piston: 94707600; Cylinder liner: 89513190

94 931 960

Piston: 94931600; Cylinder liner: 89513190

94 932 960

Piston: 94932600; Cylinder liner: 89513190

94 933 960

Piston: 94933600; Cylinder liner: 89513190

94 971 960

Piston: 94971600; Cylinder liner: 89513190

94 972 960

Piston: 94972600; Cylinder liner: 89513190

94 973 960

Piston: 94973600; Cylinder liner: 89513190

89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2

79 226 600

PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

79 350 600

PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 538 600

SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 538 610 0,25 / 77 538 620 0,50

77 542 690

SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 758 690

SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 823 600

SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 823 610 0,25 / 77 823 620 0,50, The upper shell is marked with 'SPUTTER'.

M

50 009 053

EX; 15.2 x 6 x 81.6 x A - - 20° - 9 -
Exhaust brake valve - flat

160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III

160056

IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



RK-8H



81-16105

IN/EX; 13.03/ x 8 x 60 G2



81-16107

IN/EX; 14.03/ x 8 x 60 G2



92-16159

IN; 35.37 x 28 x 7.7; G1

50 005 879

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102



OM 906 Euro 2

936, 949 - 950, 971

2000→

D

LA

6

6374 cm³

3V

170-205 kW

231-279 PS

130

OM 906 Euro 3

936, 949 - 950, 971

2000→

D

LA

6

6374 cm³

3V

170-205 kW

231-279 PS

130

OM 906

936, 949 - 950, 971

2000→

D

LA

6

6374 cm³

3V

170-205 kW

231-279 PS

130

94 705 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 40x78; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 40,00 mm

94 706 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 40x78; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**

cont...



94 707 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 40x78; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 40,00 mm

94 931 600



Cyl. Ø: 102; KH: 64.4; MT: -13.13; MØ: 72.9; GL: 102.4; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

94 932 600



Cyl. Ø: 102; KH: 64.1; MT: -13.13; MØ: 72.92; GL: 102.1; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**

94 933 600



Cyl. Ø: 102; KH: 63.8; MT: -13.13; MØ: 72.9; GL: 101.8; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**

94 971 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

94 972 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

94 973 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]



94 705 960

Piston: 94705600; Cylinder liner: 89513190



94 706 960

Piston: 94706600; Cylinder liner: 89513190

94 707 960

Piston: 94707600; Cylinder liner: 89513190

94 931 960

Piston: 94931600; Cylinder liner: 89513190

94 932 960

Piston: 94932600; Cylinder liner: 89513190

94 933 960

Piston: 94933600; Cylinder liner: 89513190

94 971 960

Piston: 94971600; Cylinder liner: 89513190

94 972 960

Piston: 94972600; Cylinder liner: 89513190

94 973 960

Piston: 94973600; Cylinder liner: 89513190



89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2

cont...





TRW
EngineComponents



MERCEDES-BENZ

	79 226 600	PAIR HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/A 79 226 610 0,25 / 79 226 620 0,50
	79 228 600	PAIR AS STD \varnothing 94.000 / 117.350 // 3.300 St/A 79 228 610 0,30
	79 350 600	PAIR PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/B/S 79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.
	77 539 600	SET HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/A 77 539 610 0,25 / 77 539 620 0,50
	77 543 690	SET NW-L SEMI \varnothing 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI \varnothing 67.970 / 72.000 / 19.800 / 2.400 St/B
	77 759 690	SET PL-B SEMI \varnothing 42.000 / 46.000 / 33.750 / St/B
	77 824 600	SET PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/B/S 77 824 610 0,25 / 77 824 620 0,50, The upper shell is marked with 'SPUTTER'.

	50 009 053	EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat		RK-8H
	160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III		81-16105 IN/EX; 13.03/ x 8 x 60 G2
	16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III		81-16107 IN/EX; 14.03/ x 8 x 60 G2
	160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III		92-16159 IN; 35.37 x 28 x 7.7; G1

50 006 360 CAM, Attention: camshaft with special application !!!
Please recheck data card MB and original number

50 005 879

290

102



OM 906 Euro 2	910 - 914, 917 - 919, 921 - 924, 930 - 931, 933 - 934, 940 - 941, 947, 954, 956									
	01.1999→	D	LA	6	6374 cm ³	3V	157-209 kW	210-284 PS	£17,4:1	130
OM 906	920									
		D	LA	6	6374 cm ³	3V	170 kW	231 PS	£17,4:1	130
OM 909 Euro 2	900 - 901, 910 - 911, 920 - 921, 960, 970 - 971									
	08.1995→	D	LA	6	6374 cm ³	3V	170-205 kW	231-279 PS	£17,4:1	130
OM 926 Euro 2	911, 914, 914									
		D	LA	6		3V	240 kW	326 PS		130

M



94 705 600
Cyl. \varnothing : 102; KH: 64.4; MT: -13.9; M \varnothing : 73.23; GL: 102.4; piston pin: 40x78; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin \varnothing 40,00 mm



94 706 600
Cyl. \varnothing : 102; KH: 64.1; MT: -13.9; M \varnothing : 73.23; GL: 102.1; piston pin: 40x78; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**



94 707 600
Cyl. \varnothing : 102; KH: 63.8; MT: -13.9; M \varnothing : 73.23; GL: 101.8; piston pin: 40x78; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin \varnothing 40,00 mm



94 971 600
Cyl. \varnothing : 102; KH: 64.4; MT: -13.9; M \varnothing : 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin \varnothing 42,00 mm



cont...



94 972 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 42x80; number of piston rings: 3

RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR



→ 80 00371 1 0 ...
piston pin Ø 42,00 mm

94 973 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 42x80; number of piston rings: 3

RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR



→ 80 00371 1 0 ...
piston pin Ø 42,00 mm



80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]



94 705 960

Piston: 94705600; Cylinder liner: 89513190

94 706 960

Piston: 94706600; Cylinder liner: 89513190

94 707 960

Piston: 94707600; Cylinder liner: 89513190

94 971 960

Piston: 94971600; Cylinder liner: 89513190

94 972 960

Piston: 94972600; Cylinder liner: 89513190

94 973 960

Piston: 94973600; Cylinder liner: 89513190



89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2



79 226 600

PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

79 350 600

PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 539 600

SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 539 610 0,25 / 77 539 620 0,50

77 543 690

SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 759 690

SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 824 600

SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 824 610 0,25 / 77 824 620 0,50, The upper shell is marked with 'SPUTTER'.



50 009 053

EX; 15.2 x 6 x 81.6 x A - - 20° - 9 -
Exhaust brake valve - flat

160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III

160056

IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



RK-8H



81-16105

IN/EX; 13.03/ x 8 x 60 G2



81-16107

IN/EX; 14.03/ x 8 x 60 G2



92-16159

IN; 35.37 x 28 x 7.7; G1



50 006 360

CAM, Attention: camshaft with special application !!!
Please recheck data card MB and original number



50 005 627



50 005 879

291

102



OM 900

910

D LA 4 4250 cm³ 3V 128 kW 170 PS €17,4:1 130



79 226 600

PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

79 350 600

PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 538 600

SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 538 610 0,25 / 77 538 620 0,50

77 542 690

SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 758 690

SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 823 600

SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 823 610 0,25 / 77 823 620 0,50, The upper shell is marked with 'SPUTTER'.



50 009 053

EX; 15.2 x 6 x 81.6 x A - - 20° - 9 -
Exhaust brake valve - flat

160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III



RK-8H



81-16105

IN/EX; 13.03/ x 8 x 60 G2



81-16107

IN/EX; 14.03/ x 8 x 60 G2

cont...



TRW
EngineComponents



MERCEDES-BENZ

160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III	92-16159	IN; 35.37 x 28 x 7.7; G1
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50 005 879

7.22841.08.0 EGR Valve; pneumatic, Non-return valve

292	102										
	OM 900 Euro 4	911, 915 - 922									
			D	LA	4	4250 cm ³	3V	95-130 kW	129-177 PS	£17,4:1	130
	OM 902 Euro 4	924, 930 - 934, 936									
		08.1995 →	D	LA	6	6374 cm ³	3V	175-210 kW	238-286 PS	£17,4:1	130
	OM 924 Euro 5	931									
		06.2006 →	D	LA	4	4250 cm ³	3V	160 kW	218 PS	£17,4:1	130
	U 20, U 300, U 3000, U 400, U 4000, U 500										

40 030 600 Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3
 RTK, TPL, Lox
 T15 3,5 PC G6
 M 2,5 CR
 DSF 4 CR
 → **80 00559 1 0 ...**

80 00371 1 0 000 Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]

80 00559 1 0 000 Cyl. Ø: 102; Set: 1; [T15 G6 IW PC 3.5] [M IWU CR 2.5] [DSF CR 4]

89 513 190 T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2

50 009 053 EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat

RK-8H

160057 EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III

81-16105 IN/EX; 13.03/ x 8 x 60 G2

16200 IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III

81-16107 IN/EX; 14.03/ x 8 x 60 G2

160056 IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III

92-16159 IN; 35.37 x 28 x 7.7; G1

50 005 879

M

293	102									
	OM 902	910 - 912								
			D	LA	6	6374 cm ³	3V	172-194 kW	230-260 PS	130

79 226 600 PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600 PAIR AS STD Ø 94.000 / 117.350 // / 3.300 St/A
79 228 610 0,30

79 350 600 PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 539 600 SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 539 610 0,25 / 77 539 620 0,50

77 543 690 SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 759 690 SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 824 600 SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 824 610 0,25 / 77 824 620 0,50, The upper shell is marked with 'SPUTTER'.

50 009 053 EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat

RK-8H

160057 EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III

81-16105 IN/EX; 13.03/ x 8 x 60 G2

16200 IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III

81-16107 IN/EX; 14.03/ x 8 x 60 G2

160056 IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III

92-16159 IN; 35.37 x 28 x 7.7; G1

50 005 879



TRW
EngineComponents



MERCEDES-BENZ

294

102



OM 902 Euro 4

913, 915, 923, 925 - 927

08.1995 → D LA 6 6374 cm³ 3V 175-210 kW 238-286 PS ₤17,4:1 130



U 400, U 500



40 030 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3
RTK, TPL, Lox
T15 3,5 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00559 1 0 ...**



80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]

80 00559 1 0 000

Cyl. Ø: 102; Set: 1; [T15 G6 IW PC 3.5] [M IWU CR 2.5] [DSF CR 4]



89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2



50 009 053

EX; 15.2 x 6 x 81.6 x A - - 20° - 9 -
Exhaust brake valve - flat



RK-8H

160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III



81-16105

IN/EX; 13.03/ x 8 x 60 G2

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III

81-16107

IN/EX; 14.03/ x 8 x 60 G2

160056

IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



92-16159

IN; 35.37 x 28 x 7.7; G1



50 006 360

CAM, Attention: camshaft with special application !!!
Please recheck data card MB and original number



50 005 879

295

102



OM 902

919 - 922

D LA 6 6374 cm³ 3V 142-194 kW 190-260 PS 130



79 226 600

PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

79 350 600

PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 539 600

SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 539 610 0,25 / 77 539 620 0,50

77 543 690

SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 759 690

SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 824 600

SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 824 610 0,25 / 77 824 620 0,50, The upper shell is marked with 'SPUTTER'.



50 009 053

EX; 15.2 x 6 x 81.6 x A - - 20° - 9 -
Exhaust brake valve - flat



RK-8H

160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III



81-16105

IN/EX; 13.03/ x 8 x 60 G2

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III

81-16107

IN/EX; 14.03/ x 8 x 60 G2

160056

IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



92-16159

IN; 35.37 x 28 x 7.7; G1



50 006 360

CAM, Attention: camshaft with special application !!!
Please recheck data card MB and original number



50 005 879

296

102



OM 902 Euro 3

935

03.2002 → D LA 6 6374 cm³ 3V 100 kW 136 PS ₤18:1 130

OM 906 Euro 3

992 - 993

D LA 6 6374 cm³ 3V 180-206 kW 245-279 PS ₤18:1 130



U 400



94 931 600



Cyl. Ø: 102; KH: 64.4; MT: -13.13; MØ: 72.9; GL: 102.4; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm



cont...

M



94 932 600



Cyl. Ø: 102; KH: 64.1; MT: -13.13; MØ: 72.92; GL: 102.1; piston pin: 42x80; number of piston rings: 3

RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**

94 933 600



Cyl. Ø: 102; KH: 63.8; MT: -13.13; MØ: 72.9; GL: 101.8; piston pin: 42x80; number of piston rings: 3

RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**

80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]

94 931 960

Piston: 94931600; Cylinder liner: 89513190

94 932 960

Piston: 94932600; Cylinder liner: 89513190

94 933 960

Piston: 94933600; Cylinder liner: 89513190

89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2

160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III

160056

IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



RK-8H



81-16107

IN/EX; 14.03/ x 8 x 60 G2



92-16159

IN; 35.37 x 28 x 7.7; G1

50 005 879

297

102

OM 902 Euro 3

937 - 939

D LA 6 6374 cm³ 3V 180 kW 245 PS H 130

M

94 705 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 40x78; number of piston rings: 3

RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 40,00 mm

94 706 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 40x78; number of piston rings: 3

RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**

94 707 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 40x78; number of piston rings: 3

RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 40,00 mm

94 971 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3

RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

cont...



94 972 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6

M 2,5 CR

DSF 4 CR

→ **80 00371 1 0 ...**

piston pin Ø 42,00 mm



94 973 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6

M 2,5 CR

DSF 4 CR

→ **80 00371 1 0 ...**

piston pin Ø 42,00 mm



80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]



94 705 960

Piston: 94705600; Cylinder liner: 89513190

94 706 960

Piston: 94706600; Cylinder liner: 89513190

94 707 960

Piston: 94707600; Cylinder liner: 89513190

94 971 960

Piston: 94971600; Cylinder liner: 89513190

94 972 960

Piston: 94972600; Cylinder liner: 89513190

94 973 960

Piston: 94973600; Cylinder liner: 89513190



89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2



50 005 879

298



102



OM 904 Euro 2

903 - 912, 918 - 925, 929 - 931, 938, 941, 943, 955, 957, 959, 962

12.1995 → D LA 4 4250 cm³ 3V 75-135 kW 102-184 PS ₤17,4:1 130

OM 907 Euro 2

910, 920, 930, 940 - 941, 960, 970, 980, 990

08.1995 → D LA 4 4250 cm³ 3V 75-125 kW 102-170 PS ₤17,4:1 130



94 705 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 40x78; number of piston rings: 3

RTK, TPL

T6 3 PC G6

M 2,5 CR

DSF 4 CR

→ **80 00371 1 0 ...**

piston pin Ø 40,00 mm, **OM 904.903, OM 904.904:** →mot. 119308



94 706 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 40x78; number of piston rings: 3

RTK, TPL

T6 3 PC G6

M 2,5 CR

DSF 4 CR

→ **80 00371 1 0 ...**



94 707 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 40x78; number of piston rings: 3

RTK, TPL

T6 3 PC G6

M 2,5 CR

DSF 4 CR

→ **80 00371 1 0 ...**

piston pin Ø 40,00 mm



94 971 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6

M 2,5 CR

DSF 4 CR

→ **80 00371 1 0 ...**

piston pin Ø 42,00 mm, **OM 904.903, OM 904.904:** →mot. 119308



cont...

M



94 972 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6
M 2,5 CR
DSF 4 CR

→ **80 00371 1 0 ...**

piston pin Ø 42,00 mm, **OM 904.903, OM 904.904**: →mot. 119308

94 973 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6
M 2,5 CR
DSF 4 CR

→ **80 00371 1 0 ...**

piston pin Ø 42,00 mm

80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]

94 705 960

Piston: 94705600; Cylinder liner: 89513190, **OM 904.903, OM 904.904**: →mot. 119308

94 706 960

Piston: 94706600; Cylinder liner: 89513190

94 707 960

Piston: 94707600; Cylinder liner: 89513190

94 971 960

Piston: 94971600; Cylinder liner: 89513190, **OM 904.903, OM 904.904**: →mot. 119308

94 972 960

Piston: 94972600; Cylinder liner: 89513190

94 973 960

Piston: 94973600; Cylinder liner: 89513190

89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2

79 226 600

PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

79 350 600

PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 538 600

SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 538 610 0,25 / 77 538 620 0,50

77 542 690

SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 758 690

SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 823 600

SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 823 610 0,25 / 77 823 620 0,50, The upper shell is marked with 'SPUTTER'.

50 009 053

EX; 15.2 x 6 x 81.6 x A - - 20° - 9 -
Exhaust brake valve - flat

160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III

160056

IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III

RK-8H



81-16105

IN/EX; 13.03/ x 8 x 60 G2

81-16107

IN/EX; 14.03/ x 8 x 60 G2



92-16159

IN; 35.37 x 28 x 7.7; G1

50 005 627



50 005 879

299

102

OM 904

914 - 917, 927 - 928, 936, 942, 950 - 953, 961

08.1995 → D LA 4 4250 cm³ 3V 90-130 kW 122-177 PS 130

OM 904 Euro 3

914 - 917, 927 - 928, 936, 942, 950 - 953, 961

08.1995 → D LA 4 4250 cm³ 3V 90-130 kW 122-177 PS 130

OM 904 Euro 2

914 - 917, 927 - 928, 936, 942, 950 - 953, 961

08.1995 → D LA 4 4250 cm³ 3V 90-130 kW 122-177 PS 130

U 300, U 3000, U 400, U 4000

94 705 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 40x78; number of piston rings: 3

RTK, TPL

T6 3 PC G6
M 2,5 CR
DSF 4 CR

→ **80 00371 1 0 ...**

piston pin Ø 40,00 mm

cont...



94 706 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 40x78; number of piston rings: 3

RTK, TPL

T6	3	PC	G6
M	2,5	CR	
DSF	4	CR	

→ **80 00371 1 0 ...**

94 707 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 40x78; number of piston rings: 3

RTK, TPL

T6	3	PC	G6
M	2,5	CR	
DSF	4	CR	

→ **80 00371 1 0 ...**

piston pin Ø 40,00 mm

94 931 600



Cyl. Ø: 102; KH: 64.4; MT: -13.13; MØ: 72.9; GL: 102.4; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6	3	PC	G6
M	2,5	CR	
DSF	4	CR	

→ **80 00371 1 0 ...**

piston pin Ø 42,00 mm

94 932 600



Cyl. Ø: 102; KH: 64.1; MT: -13.13; MØ: 72.92; GL: 102.1; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6	3	PC	G6
M	2,5	CR	
DSF	4	CR	

→ **80 00371 1 0 ...**

94 933 600



Cyl. Ø: 102; KH: 63.8; MT: -13.13; MØ: 72.9; GL: 101.8; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6	3	PC	G6
M	2,5	CR	
DSF	4	CR	

→ **80 00371 1 0 ...**

94 971 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6	3	PC	G6
M	2,5	CR	
DSF	4	CR	

→ **80 00371 1 0 ...**

piston pin Ø 42,00 mm

94 972 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6	3	PC	G6
M	2,5	CR	
DSF	4	CR	

→ **80 00371 1 0 ...**

piston pin Ø 42,00 mm

94 973 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6	3	PC	G6
M	2,5	CR	
DSF	4	CR	

→ **80 00371 1 0 ...**

piston pin Ø 42,00 mm

80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]



94 705 960

Piston: 94705600; Cylinder liner: 89513190



94 706 960

Piston: 94706600; Cylinder liner: 89513190

94 707 960

Piston: 94707600; Cylinder liner: 89513190

94 931 960

Piston: 94931600; Cylinder liner: 89513190

94 932 960

Piston: 94932600; Cylinder liner: 89513190

cont...





TRW
EngineComponents



MERCEDES-BENZ

- 94 933 960 Piston: 94933600; Cylinder liner: 89513190
- 94 971 960 Piston: 94971600; Cylinder liner: 89513190
- 94 972 960 Piston: 94972600; Cylinder liner: 89513190
- 94 973 960 Piston: 94973600; Cylinder liner: 89513190



89 513 190 T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2



79 226 600 PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600 PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

79 350 600 PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 538 600 SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 538 610 0,25 / 77 538 620 0,50

77 542 690 SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 758 690 SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 823 600 SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 823 610 0,25 / 77 823 620 0,50, The upper shell is marked with 'SPUTTER'.



50 009 053 EX; 15.2 x 6 x 81.6 x A - - 20° - 9 -
Exhaust brake valve - flat



RK-8H

160057 EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III



81-16105 IN/EX; 13.03/ x 8 x 60 G2

16200 IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III



81-16107 IN/EX; 14.03/ x 8 x 60 G2

160056 IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



92-16159 IN; 35.37 x 28 x 7.7; G1



50 005 627

50 005 879

300

102



OM 904 Euro 2

926 (USA), 932 (MEX), 933 (USA), 934 - 935 (MEX), 937 (USA), 939 - 940 (USA), 945, 948 - 949, 956 (MEX), 964 - 968, 970, 972, 974

D LA 4 4250 cm³ 3V 110-142 kW 150-190 PS 130

OM 924 Euro 2

915

D LA 4 4250 cm³ 3V 160 kW 218 PS 130

M



94 705 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 40x78; number of piston rings: 3

RTK, TPL

T6 3 PC G6

M 2,5 CR

DSF 4 CR

→ 80 00371 1 0 ...

piston pin Ø 40,00 mm



94 706 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 40x78; number of piston rings: 3

RTK, TPL

T6 3 PC G6

M 2,5 CR

DSF 4 CR

→ 80 00371 1 0 ...



94 707 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 40x78; number of piston rings: 3

RTK, TPL

T6 3 PC G6

M 2,5 CR

DSF 4 CR

→ 80 00371 1 0 ...



94 971 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6

M 2,5 CR

DSF 4 CR

→ 80 00371 1 0 ...



piston pin Ø 42,00 mm

cont...



94 972 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6
M 2,5 CR
DSF 4 CR

→ **80 00371 1 0 ...**

piston pin Ø 42,00 mm



94 973 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6
M 2,5 CR
DSF 4 CR

→ **80 00371 1 0 ...**

piston pin Ø 42,00 mm



80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]



94 705 960

Piston: 94705600; Cylinder liner: 89513190



94 706 960

Piston: 94706600; Cylinder liner: 89513190

94 707 960

Piston: 94707600; Cylinder liner: 89513190

94 971 960

Piston: 94971600; Cylinder liner: 89513190

94 972 960

Piston: 94972600; Cylinder liner: 89513190

94 973 960

Piston: 94973600; Cylinder liner: 89513190



89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2



79 226 600

PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

79 350 600

PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 538 600

SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 538 610 0,25 / 77 538 620 0,50

77 542 690

SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 758 690

SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 823 600

SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 823 610 0,25 / 77 823 620 0,50, The upper shell is marked with 'SPUTTER'.



50 009 053

EX; 15.2 x 6 x 81.6 x A - - 20° - 9 -
Exhaust brake valve - flat



RK-8H

160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III

160056

IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



81-16105

IN/EX; 13.03/ x 8 x 60 G2



81-16107

IN/EX; 14.03/ x 8 x 60 G2



92-16159

IN; 35.37 x 28 x 7.7; G1



50 005 879

301

102



OM 904 Euro 3

958, 969

03.2002 →

D LA 4 4250 cm³ 3V 100-130 kW 136-177 PS ⚡ 18:1 🚗 130

OM 906 Euro 3

987, 989

03.2002 →

D LA 6 6374 cm³ 3V 100-170 kW 136-231 PS ⚡ 18:1 🚗 130



94 931 600



Cyl. Ø: 102; KH: 64.4; MT: -13.13; MØ: 72.9; GL: 102.4; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6
M 2,5 CR
DSF 4 CR

→ **80 00371 1 0 ...**

piston pin Ø 42,00 mm



94 932 600



Cyl. Ø: 102; KH: 64.1; MT: -13.13; MØ: 72.92; GL: 102.1; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6
M 2,5 CR
DSF 4 CR

→ **80 00371 1 0 ...**



cont...

M



TRW
EngineComponents



MERCEDES-BENZ

94 933 600



Cyl. Ø: 102; KH: 63.8; MT: -13.13; MØ: 72.9; GL: 101.8; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**

80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]

94 931 960

Piston: 94931600; Cylinder liner: 89513190

94 932 960

Piston: 94932600; Cylinder liner: 89513190

94 933 960

Piston: 94933600; Cylinder liner: 89513190

89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2

160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III

160056

IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



RK-8H



81-16107

IN/EX; 14.03/ x 8 x 60 G2



92-16159

IN; 35.37 x 28 x 7.7; G1

302

102



OM 904 Euro 3

960, 964

D LA 4 4250 cm³ 3V 100-130 kW 136-177 PS ϵ 18:1 \bar{h} 130

94 931 600



Cyl. Ø: 102; KH: 64.4; MT: -13.13; MØ: 72.9; GL: 102.4; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

94 932 600



Cyl. Ø: 102; KH: 64.1; MT: -13.13; MØ: 72.92; GL: 102.1; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**

94 933 600



Cyl. Ø: 102; KH: 63.8; MT: -13.13; MØ: 72.9; GL: 101.8; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**

80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]

94 931 960

Piston: 94931600; Cylinder liner: 89513190

94 932 960

Piston: 94932600; Cylinder liner: 89513190

94 933 960

Piston: 94933600; Cylinder liner: 89513190

89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2

79 226 600

PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

79 350 600

PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 538 600

SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 538 610 0,25 / 77 538 620 0,50

77 542 690

SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 758 690

SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 823 600

SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 823 610 0,25 / 77 823 620 0,50, The upper shell is marked with 'SPUTTER'.

cont...



TRW
EngineComponents



MERCEDES-BENZ

	50 009 053	EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat		RK-8H
	160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III		81-16105 IN/EX; 13.03/ x 8 x 60 G2
	16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III		81-16107 IN/EX; 14.03/ x 8 x 60 G2
	160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III		92-16159 IN; 35.37 x 28 x 7.7; G1

50 005 879

303		102										
		OM 904 Euro 3	971									
				D	LA	4	4250 cm ³	3V	129 kW	176 PS	ε 18:1	
		OM 904 Euro 2	973									
				D	LA	4	4250 cm ³	3V	130 kW	177 PS	ε 17,4:1	

	50 009 053	EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat		RK-8H
	160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III		81-16105 IN/EX; 13.03/ x 8 x 60 G2
	16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III		81-16107 IN/EX; 14.03/ x 8 x 60 G2
	160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III		92-16159 IN; 35.37 x 28 x 7.7; G1

50 005 879

304		102										
		OM 904 Euro 3	975									
				D	LA	4	4250 cm ³	3V	75-110 kW	102-150 PS	ε 18:1	

	94 931 600	Cyl. Ø: 102; KH: 64.4; MT: -13.13; MØ: 72.9; GL: 102.4; piston pin: 42x80; number of piston rings: 3 RTK, TPL
		T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ... piston pin Ø 42,00 mm

	94 932 600	Cyl. Ø: 102; KH: 64.1; MT: -13.13; MØ: 72.92; GL: 102.1; piston pin: 42x80; number of piston rings: 3 RTK, TPL
		T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ...

	94 933 600	Cyl. Ø: 102; KH: 63.8; MT: -13.13; MØ: 72.9; GL: 101.8; piston pin: 42x80; number of piston rings: 3 RTK, TPL
		T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ...

	80 00371 1 0 000	Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]
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	94 931 960	Piston: 94931600; Cylinder liner: 89513190
	94 932 960	Piston: 94932600; Cylinder liner: 89513190
	94 933 960	Piston: 94933600; Cylinder liner: 89513190

	89 513 190	T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2
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	50 009 053	EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat		RK-8H
	160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III		81-16105 IN/EX; 13.03/ x 8 x 60 G2
	16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III		81-16107 IN/EX; 14.03/ x 8 x 60 G2
	160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III		92-16159 IN; 35.37 x 28 x 7.7; G1

50 005 879

M



305

102



OM 904 Euro 2

976, 979

D LA 4 4250 cm³ 3V 125-130 kW 170-177 PS ξ 17,4:1 \bar{H} 130



80 00371 1 0 000 Cyl. \varnothing : 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]



89 513 190 T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2



50 009 053 EX; 15.2 x 6 x 81.6 x A - - 20° - 9 -
Exhaust brake valve - flat

160057 EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III
16200 IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III
160056 IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



RK-8H



81-16105 IN/EX; 13.03/ x 8 x 60 G2



81-16107 IN/EX; 14.03/ x 8 x 60 G2

92-16159 IN; 35.37 x 28 x 7.7; G1



50 005 879

306

102



OM 906

915 - 916, 925 - 928, 939, 951 - 952, 955, 961 - 962, 964 - 965, 982

2000 → D LA 6 6374 cm³ 3V 170-205 kW 231-279 PS \bar{H} 130

OM 906 Euro 3

915 - 916, 925 - 928, 939, 951 - 952, 955, 961 - 962, 964 - 965, 982

2000 → D LA 6 6374 cm³ 3V 170-205 kW 231-279 PS \bar{H} 130

OM 906 Euro 2

915 - 916, 925 - 928, 939, 951 - 952, 955, 961 - 962, 964 - 965, 982

2000 → D LA 6 6374 cm³ 3V 170-205 kW 231-279 PS \bar{H} 130



U 500



94 705 600

Cyl. \varnothing : 102; KH: 64.4; MT: -13.9; M \varnothing : 73.23; GL: 102.4; piston pin: 40x78; number of piston rings: 3



RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR



→ 80 00371 1 0 ...
piston pin \varnothing 40,00 mm

94 706 600

Cyl. \varnothing : 102; KH: 64.1; MT: -13.9; M \varnothing : 73.23; GL: 102.1; piston pin: 40x78; number of piston rings: 3



RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR



→ 80 00371 1 0 ...

94 707 600

Cyl. \varnothing : 102; KH: 63.8; MT: -13.9; M \varnothing : 73.23; GL: 101.8; piston pin: 40x78; number of piston rings: 3



RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR



→ 80 00371 1 0 ...
piston pin \varnothing 40,00 mm

94 931 600

Cyl. \varnothing : 102; KH: 64.4; MT: -13.13; M \varnothing : 72.9; GL: 102.4; piston pin: 42x80; number of piston rings: 3



RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR



→ 80 00371 1 0 ...
piston pin \varnothing 42,00 mm

94 932 600

Cyl. \varnothing : 102; KH: 64.1; MT: -13.13; M \varnothing : 72.92; GL: 102.1; piston pin: 42x80; number of piston rings: 3



RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR



→ 80 00371 1 0 ...

cont...

M



94 933 600



Cyl. Ø: 102; KH: 63.8; MT: -13.13; MØ: 72.9; GL: 101.8; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6	3	PC	G6
M	2,5	CR	
DSF	4	CR	

→ 80 00371 1 0 ...



94 971 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6	3	PC	G6
M	2,5	CR	
DSF	4	CR	

→ 80 00371 1 0 ...

piston pin Ø 42,00 mm



94 972 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6	3	PC	G6
M	2,5	CR	
DSF	4	CR	

→ 80 00371 1 0 ...

piston pin Ø 42,00 mm



94 973 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6	3	PC	G6
M	2,5	CR	
DSF	4	CR	

→ 80 00371 1 0 ...

piston pin Ø 42,00 mm



80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]



94 705 960

Piston: 94705600; Cylinder liner: 89513190

94 706 960

Piston: 94706600; Cylinder liner: 89513190

94 707 960

Piston: 94707600; Cylinder liner: 89513190

94 931 960

Piston: 94931600; Cylinder liner: 89513190

94 932 960

Piston: 94932600; Cylinder liner: 89513190

94 933 960

Piston: 94933600; Cylinder liner: 89513190

94 971 960

Piston: 94971600; Cylinder liner: 89513190

94 972 960

Piston: 94972600; Cylinder liner: 89513190

94 973 960

Piston: 94973600; Cylinder liner: 89513190



89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2



79 226 600

PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

79 350 600

PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 539 600

SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 539 610 0,25 / 77 539 620 0,50

77 543 690

SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 759 690

SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 824 600

SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 824 610 0,25 / 77 824 620 0,50, The upper shell is marked with 'SPUTTER'.



50 009 053

EX; 15.2 x 6 x 81.6 x A - - 20° - 9 -
Exhaust brake valve - flat

160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III

160056

IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



RK-8H



81-16105

IN/EX; 13.03/ x 8 x 60 G2



81-16107

IN/EX; 14.03/ x 8 x 60 G2



92-16159

IN; 35.37 x 28 x 7.7; G1



50 006 360

CAM, Attention: camshaft with special application !!!
Please recheck data card MB and original number



50 005 627



50 005 879



307

102



OM 906 Euro 2

929 (USA), 932, 944 - 946, 948, 967, 970, 978 (USA), 979 - 981

D LA 6 6374 cm³ 3V 142-224 kW 190-300 PS ϵ 17,4:1 \bar{H} 130



94 705 600

Cyl. \varnothing : 102; KH: 64.4; MT: -13.9; M \varnothing : 73.23; GL: 102.4; piston pin: 40x78; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin \varnothing 40,00 mm



94 706 600

Cyl. \varnothing : 102; KH: 64.1; MT: -13.9; M \varnothing : 73.23; GL: 102.1; piston pin: 40x78; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**



94 707 600

Cyl. \varnothing : 102; KH: 63.8; MT: -13.9; M \varnothing : 73.23; GL: 101.8; piston pin: 40x78; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin \varnothing 40,00 mm



94 971 600

Cyl. \varnothing : 102; KH: 64.4; MT: -13.9; M \varnothing : 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin \varnothing 42,00 mm



94 972 600

Cyl. \varnothing : 102; KH: 64.1; MT: -13.9; M \varnothing : 73.23; GL: 102.1; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin \varnothing 42,00 mm



94 973 600

Cyl. \varnothing : 102; KH: 63.8; MT: -13.9; M \varnothing : 73.23; GL: 101.8; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin \varnothing 42,00 mm



80 00371 1 0 000

Cyl. \varnothing : 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]



94 705 960

Piston: 94705600; Cylinder liner: 89513190

94 706 960

Piston: 94706600; Cylinder liner: 89513190

94 707 960

Piston: 94707600; Cylinder liner: 89513190

94 971 960

Piston: 94971600; Cylinder liner: 89513190

94 972 960

Piston: 94972600; Cylinder liner: 89513190

94 973 960

Piston: 94973600; Cylinder liner: 89513190



89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2



79 226 600

PAIR HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD \varnothing 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

79 350 600

PAIR PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 539 600

SET HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/A
77 539 610 0,25 / 77 539 620 0,50

cont...



77 543 690 SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B
77 759 690 SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B
77 824 600 SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 824 610 0,25 / 77 824 620 0,50, The upper shell is marked with 'SPUTTER'.

	50 009 053	EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat		RK-8H
	160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III		81-16105 IN/EX; 13.03/ x 8 x 60 G2
	16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III		81-16107 IN/EX; 14.03/ x 8 x 60 G2
	160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III		92-16159 IN; 35.37 x 28 x 7.7; G1
	50 006 360	CAM, Attention: camshaft with special application !!! Please recheck data card MB and original number		
	50 005 879			

308		102
	OM 906	935
		04.2000 →
		D LA 6 6374 cm³ 3V 170 kW 231 PS
	OM 906 Euro 3	935
		04.2000 →
		D LA 6 6374 cm³ 3V 170 kW 231 PS
	OM 906 Euro 2	935
		04.2000 →
		D LA 6 6374 cm³ 3V 170 kW 231 PS
	U 400, U 500, U 5000	

	94 705 600	Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 40x78; number of piston rings: 3 RTK, TPL T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ... piston pin Ø 40,00 mm
	94 706 600	Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 40x78; number of piston rings: 3 RTK, TPL T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ...
	94 707 600	Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 40x78; number of piston rings: 3 RTK, TPL T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ... piston pin Ø 40,00 mm
	94 931 600	Cyl. Ø: 102; KH: 64.4; MT: -13.13; MØ: 72.9; GL: 102.4; piston pin: 42x80; number of piston rings: 3 RTK, TPL T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ... piston pin Ø 42,00 mm
	94 932 600	Cyl. Ø: 102; KH: 64.1; MT: -13.13; MØ: 72.92; GL: 102.1; piston pin: 42x80; number of piston rings: 3 RTK, TPL T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ...
	94 933 600	Cyl. Ø: 102; KH: 63.8; MT: -13.13; MØ: 72.9; GL: 101.8; piston pin: 42x80; number of piston rings: 3 RTK, TPL T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ...

cont...





TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

94 971 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6
M 2,5 CR
DSF 4 CR

→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

94 972 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6
M 2,5 CR
DSF 4 CR

→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

94 973 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6
M 2,5 CR
DSF 4 CR

→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]

94 705 960

Piston: 94705600; Cylinder liner: 89513190

94 706 960

Piston: 94706600; Cylinder liner: 89513190

94 707 960

Piston: 94707600; Cylinder liner: 89513190

94 931 960

Piston: 94931600; Cylinder liner: 89513190

94 932 960

Piston: 94932600; Cylinder liner: 89513190

94 933 960

Piston: 94933600; Cylinder liner: 89513190

94 971 960

Piston: 94971600; Cylinder liner: 89513190

94 972 960

Piston: 94972600; Cylinder liner: 89513190

94 973 960

Piston: 94973600; Cylinder liner: 89513190

89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2

79 226 600

PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

79 350 600

PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 539 600

SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 539 610 0,25 / 77 539 620 0,50

77 543 690

SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 759 690

SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 824 600

SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 824 610 0,25 / 77 824 620 0,50, The upper shell is marked with 'SPUTTER'.

50 009 053

EX; 15.2 x 6 x 81.6 x A - - 20° - 9 -
Exhaust brake valve - flat

160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III

160056

IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



RK-8H



81-16105

IN/EX; 13.03/ x 8 x 60 G2



81-16107

IN/EX; 14.03/ x 8 x 60 G2



92-16159

IN; 35.37 x 28 x 7.7; G1

50 006 360

CAM, Attention: camshaft with special application !!!
Please recheck data card MB and original number

50 005 627



50 005 879

7.22841.08.0

EGR Valve; pneumatic, Non-return valve

309



102



OM 906 Euro 2

937 - 938, 953, 974 - 975, 977

01.1998 →

D LA 6

6374 cm³

3V

170-209 kW

231-284 PS

£ 17,4:1

130

OM 926 Euro 2

912

D LA 6

6374 cm³

3V

240 kW

326 PS

£ 17:1

130



94 705 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 40x78; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 40,00 mm

94 706 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 40x78; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**

94 707 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 40x78; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 40,00 mm

94 971 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

94 972 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

94 973 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm



80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]



94 705 960

Piston: 94705600; Cylinder liner: 89513190

94 706 960

Piston: 94706600; Cylinder liner: 89513190

94 707 960

Piston: 94707600; Cylinder liner: 89513190

94 971 960

Piston: 94971600; Cylinder liner: 89513190

94 972 960

Piston: 94972600; Cylinder liner: 89513190

94 973 960

Piston: 94973600; Cylinder liner: 89513190



89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2



79 226 600

PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

79 350 600

PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 539 600

SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 539 610 0,25 / 77 539 620 0,50

77 543 690

SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 759 690

SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 824 600

SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 824 610 0,25 / 77 824 620 0,50, The upper shell is marked with 'SPUTTER'.

cont...












TRW
EngineComponents





MERCEDES-BENZ



	50 009 053 EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat		RK-8H
	160057 EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III		81-16105 IN/EX; 13.03/ x 8 x 60 G2
	16200 IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III		81-16107 IN/EX; 14.03/ x 8 x 60 G2
	160056 IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III		92-16159 IN; 35.37 x 28 x 7.7; G1
	50 005 627		50 005 879



310



102



	OM 906	957 (USA), 958 - 959, 968									
			D	LA	6	6374 cm ³	3V	142-172 kW	190-230 PS		130
	OM 906 Euro 3	957 (USA), 958 - 959, 968	D	LA	6	6374 cm ³	3V	142-172 kW	190-230 PS		130
	OM 906 Euro 2	957 (USA), 958 - 959, 968	D	LA	6	6374 cm ³	3V	142-172 kW	190-230 PS		130



 **94 705 600**

 Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 40x78; number of piston rings: 3
 RTK, TPL
 T6 3 PC G6
 M 2,5 CR
 DSF 4 CR
 → **80 00371 1 0 ...**
 piston pin Ø 40,00 mm

 **94 706 600**

 Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 40x78; number of piston rings: 3
 RTK, TPL
 T6 3 PC G6
 M 2,5 CR
 DSF 4 CR
 → **80 00371 1 0 ...**

 **94 707 600**

 Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 40x78; number of piston rings: 3
 RTK, TPL
 T6 3 PC G6
 M 2,5 CR
 DSF 4 CR
 → **80 00371 1 0 ...**
 piston pin Ø 40,00 mm

 **94 931 600**

 Cyl. Ø: 102; KH: 64.4; MT: -13.13; MØ: 72.9; GL: 102.4; piston pin: 42x80; number of piston rings: 3
 RTK, TPL
 T6 3 PC G6
 M 2,5 CR
 DSF 4 CR
 → **80 00371 1 0 ...**
 piston pin Ø 42,00 mm

 **94 932 600**

 Cyl. Ø: 102; KH: 64.1; MT: -13.13; MØ: 72.92; GL: 102.1; piston pin: 42x80; number of piston rings: 3
 RTK, TPL
 T6 3 PC G6
 M 2,5 CR
 DSF 4 CR
 → **80 00371 1 0 ...**

 **94 933 600**

 Cyl. Ø: 102; KH: 63.8; MT: -13.13; MØ: 72.9; GL: 101.8; piston pin: 42x80; number of piston rings: 3
 RTK, TPL
 T6 3 PC G6
 M 2,5 CR
 DSF 4 CR
 → **80 00371 1 0 ...**

cont...

M



94 971 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ 80 00371 1 0 ...
piston pin Ø 42,00 mm

94 972 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ 80 00371 1 0 ...
piston pin Ø 42,00 mm

94 973 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ 80 00371 1 0 ...
piston pin Ø 42,00 mm



80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]



94 705 960

Piston: 94705600; Cylinder liner: 89513190

94 706 960

Piston: 94706600; Cylinder liner: 89513190

94 707 960

Piston: 94707600; Cylinder liner: 89513190

94 931 960

Piston: 94931600; Cylinder liner: 89513190

94 932 960

Piston: 94932600; Cylinder liner: 89513190

94 933 960

Piston: 94933600; Cylinder liner: 89513190

94 971 960

Piston: 94971600; Cylinder liner: 89513190

94 972 960

Piston: 94972600; Cylinder liner: 89513190

94 973 960

Piston: 94973600; Cylinder liner: 89513190



89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2



79 226 600

PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

79 350 600

PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 539 600

SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 539 610 0,25 / 77 539 620 0,50

77 543 690

SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 759 690

SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 824 600

SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 824 610 0,25 / 77 824 620 0,50, The upper shell is marked with 'SPUTTER'.



50 009 053

EX; 15.2 x 6 x 81.6 x A - - 20° - 9 -
Exhaust brake valve - flat

160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III

160056

IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



RK-8H



81-16105

IN/EX; 13.03/ x 8 x 60 G2



81-16107

IN/EX; 14.03/ x 8 x 60 G2



92-16159

IN; 35.37 x 28 x 7.7; G1



50 005 879

311

102



OM 906 Euro 3

960, 963

04.2000 →

D

LA

6

6374 cm³

3V

180-205 kW

245-279 PS

ε 18:1

130



94 931 600



Cyl. Ø: 102; KH: 64.4; MT: -13.13; MØ: 72.9; GL: 102.4; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ 80 00371 1 0 ...
piston pin Ø 42,00 mm

cont...



94 932 600



Cyl. Ø: 102; KH: 64.1; MT: -13.13; MØ: 72.92; GL: 102.1; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**

94 933 600



Cyl. Ø: 102; KH: 63.8; MT: -13.13; MØ: 72.9; GL: 101.8; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**

80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]

94 931 960

Piston: 94931600; Cylinder liner: 89513190

94 932 960

Piston: 94932600; Cylinder liner: 89513190

94 933 960

Piston: 94933600; Cylinder liner: 89513190

89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2

79 226 600

PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

79 350 600

PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 539 600

SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 539 610 0,25 / 77 539 620 0,50

77 543 690

SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 759 690

SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 824 600

SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 824 610 0,25 / 77 824 620 0,50, The upper shell is marked with 'SPUTTER'.

50 009 053



EX; 15.2 x 6 x 81.6 x A - - 20° - 9 -
Exhaust brake valve - flat



RK-8H

160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III



81-16105

IN/EX; 13.03/ x 8 x 60 G2

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III



81-16107

IN/EX; 14.03/ x 8 x 60 G2

160056

IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



92-16159

IN; 35.37 x 28 x 7.7; G1

50 006 360

CAM, Attention: camshaft with special application !!!
Please recheck data card MB and original number

50 005 627



50 005 879

312

102

OM 906 Euro 2

966 (MEX), 976, 985, 988

D LA 6 6374 cm³ 3V 172-209 kW 230-284 PS £17,4:1 130

94 705 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 40x78; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 40,00 mm

94 706 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 40x78; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**

cont...



94 707 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 40x78; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 40,00 mm



94 971 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm



94 972 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm



94 973 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm



80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]



94 705 960

Piston: 94705600; Cylinder liner: 89513190

94 706 960

Piston: 94706600; Cylinder liner: 89513190

94 707 960

Piston: 94707600; Cylinder liner: 89513190

94 971 960

Piston: 94971600; Cylinder liner: 89513190

94 972 960

Piston: 94972600; Cylinder liner: 89513190

94 973 960

Piston: 94973600; Cylinder liner: 89513190



89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2



79 226 600

PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD Ø 94.000 / 117.350 // / 3.300 St/A
79 228 610 0,30

79 350 600

PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 539 600

SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 539 610 0,25 / 77 539 620 0,50

77 543 690

SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 759 690

SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 824 600

SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 824 610 0,25 / 77 824 620 0,50, The upper shell is marked with 'SPUTTER'.



50 009 053

EX; 15.2 x 6 x 81.6 x A - - 20° - 9 -
Exhaust brake valve - flat

160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III

160056

IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



RK-8H



81-16105

IN/EX; 13.03/ x 8 x 60 G2



81-16107

IN/EX; 14.03/ x 8 x 60 G2

92-16159

IN; 35.37 x 28 x 7.7; G1



50 005 879

313



102



OM 906

983

D LA 6 6374 cm³ 3V 180 kW 245 PS 130

OM 906 Euro 3

983

D LA 6 6374 cm³ 3V 180 kW 245 PS 130

OM 906 Euro 2

983

D LA 6 6374 cm³ 3V 180 kW 245 PS 130



94 705 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 40x78; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 40,00 mm

94 706 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 40x78; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**

94 707 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 40x78; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 40,00 mm

94 931 600



Cyl. Ø: 102; KH: 64.4; MT: -13.13; MØ: 72.9; GL: 102.4; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

94 932 600



Cyl. Ø: 102; KH: 64.1; MT: -13.13; MØ: 72.92; GL: 102.1; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**

94 933 600



Cyl. Ø: 102; KH: 63.8; MT: -13.13; MØ: 72.9; GL: 101.8; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**

94 971 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

94 972 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

94 973 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

M

cont...



TRW
EngineComponents



MERCEDES-BENZ

	80 00371 1 0 000	Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]
	94 705 960	Piston: 94705600; Cylinder liner: 89513190
	94 706 960	Piston: 94706600; Cylinder liner: 89513190
	94 707 960	Piston: 94707600; Cylinder liner: 89513190
	94 931 960	Piston: 94931600; Cylinder liner: 89513190
	94 932 960	Piston: 94932600; Cylinder liner: 89513190
	94 933 960	Piston: 94933600; Cylinder liner: 89513190
	94 971 960	Piston: 94971600; Cylinder liner: 89513190
	94 972 960	Piston: 94972600; Cylinder liner: 89513190
	94 973 960	Piston: 94973600; Cylinder liner: 89513190
	89 513 190	T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2
	79 226 600	PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A 79 226 610 0,25 / 79 226 620 0,50
	79 228 600	PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A 79 228 610 0,30
	79 350 600	PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S 79 350 610 0,25 / 79 350 620 0,50 , The upper shell is marked with 'SPUTTER'.
	77 539 600	SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A 77 539 610 0,25 / 77 539 620 0,50
	77 543 690	SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B
	77 759 690	SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B
	77 824 600	SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S 77 824 610 0,25 / 77 824 620 0,50 , The upper shell is marked with 'SPUTTER'.
	50 009 053	EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat
	160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III
	16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III
	160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III
	50 005 627	
		RK-8H
	81-16105	IN/EX; 13.03/ x 8 x 60 G2
	81-16107	IN/EX; 14.03/ x 8 x 60 G2
	92-16159	IN; 35.37 x 28 x 7.7; G1
		50 005 879

314 **102**
OM 906 Euro 2 **984**
D LA 6 6374 cm³ 3V ε 17,4:1 130

	94 705 600	Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 40x78; number of piston rings: 3 RTK, TPL T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ... piston pin Ø 40,00 mm
	94 706 600	Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 40x78; number of piston rings: 3 RTK, TPL T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ...
	94 707 600	Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 40x78; number of piston rings: 3 RTK, TPL T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ... piston pin Ø 40,00 mm
	94 971 600	Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3 RTK, TPL T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ... piston pin Ø 42,00 mm

cont...



94 972 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6
M 2,5 CR
DSF 4 CR

→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

94 973 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6
M 2,5 CR
DSF 4 CR

→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]

94 705 960

Piston: 94705600; Cylinder liner: 89513190

94 706 960

Piston: 94706600; Cylinder liner: 89513190

94 707 960

Piston: 94707600; Cylinder liner: 89513190

94 971 960

Piston: 94971600; Cylinder liner: 89513190

94 972 960

Piston: 94972600; Cylinder liner: 89513190

94 973 960

Piston: 94973600; Cylinder liner: 89513190

89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2

315

102

OM 906

990

D LA 6 6374 cm³ 3V 180 kW 245 PS 130

OM 906 Euro 3

990

D LA 6 6374 cm³ 3V 180 kW 245 PS 130

OM 906 Euro 2

990

D LA 6 6374 cm³ 3V 180 kW 245 PS 130

94 705 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 40x78; number of piston rings: 3

RTK, TPL

T6 3 PC G6
M 2,5 CR
DSF 4 CR

→ **80 00371 1 0 ...**
piston pin Ø 40,00 mm

94 706 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 40x78; number of piston rings: 3

RTK, TPL

T6 3 PC G6
M 2,5 CR
DSF 4 CR

→ **80 00371 1 0 ...**

94 707 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 40x78; number of piston rings: 3

RTK, TPL

T6 3 PC G6
M 2,5 CR
DSF 4 CR

→ **80 00371 1 0 ...**
piston pin Ø 40,00 mm

94 931 600



Cyl. Ø: 102; KH: 64.4; MT: -13.13; MØ: 72.9; GL: 102.4; piston pin: 42x80; number of piston rings: 3

RTK, TPL

T6 3 PC G6
M 2,5 CR
DSF 4 CR

→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm

cont...



94 932 600



Cyl. Ø: 102; KH: 64.1; MT: -13.13; MØ: 72.92; GL: 102.1; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**



94 933 600



Cyl. Ø: 102; KH: 63.8; MT: -13.13; MØ: 72.9; GL: 101.8; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**



94 971 600



Cyl. Ø: 102; KH: 64.4; MT: -13.9; MØ: 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm



94 972 600



Cyl. Ø: 102; KH: 64.1; MT: -13.9; MØ: 73.23; GL: 102.1; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm



94 973 600



Cyl. Ø: 102; KH: 63.8; MT: -13.9; MØ: 73.23; GL: 101.8; piston pin: 42x80; number of piston rings: 3
RTK, TPL
T6 3 PC G6
M 2,5 CR
DSF 4 CR
→ **80 00371 1 0 ...**
piston pin Ø 42,00 mm



80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]



94 705 960

Piston: 94705600; Cylinder liner: 89513190

94 706 960

Piston: 94706600; Cylinder liner: 89513190

94 707 960

Piston: 94707600; Cylinder liner: 89513190

94 931 960

Piston: 94931600; Cylinder liner: 89513190

94 932 960

Piston: 94932600; Cylinder liner: 89513190

94 933 960

Piston: 94933600; Cylinder liner: 89513190

94 971 960

Piston: 94971600; Cylinder liner: 89513190

94 972 960

Piston: 94972600; Cylinder liner: 89513190

94 973 960

Piston: 94973600; Cylinder liner: 89513190



89 513 190

T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2



160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III

160056

IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



RK-8H



81-16107

IN/EX; 14.03/ x 8 x 60 G2



92-16159

IN; 35.37 x 28 x 7.7; G1



50 005 879

316

102



OM 906 Euro 3

991

D LA 6 6374 cm³ 3V 130-205 kW 177-279 PS £18:1 130



50 009 053

EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat

160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III



RK-8H



81-16105

IN/EX; 13.03/ x 8 x 60 G2

81-16107

IN/EX; 14.03/ x 8 x 60 G2

cont...

M



TRW
EngineComponents



MERCEDES-BENZ

160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III	92-16159	IN; 35.37 x 28 x 7.7; G1
50 006 360	CAM, Attention: camshaft with special application !!! Please recheck data card MB and original number		
50 005 879			
317	102		
OM 906 Euro 3	994		
	D LA 6	6374 cm ³	3V 206 kW 279 PS ξ 18:1 \bar{H} 130
OM 924 Euro 5	927		
	D LA 4	4250 cm ³	3V 160 kW 218 PS ξ 17.4:1 \bar{H} 130
160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III	RK-8H	
16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III	81-16107	IN/EX; 14.03/ x 8 x 60 G2
160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III	92-16159	IN; 35.37 x 28 x 7.7; G1
50 005 879			

318	102		
OM 906 Euro 3	995		
	D LA 6	6374 cm ³	3V 206 kW 279 PS ξ 18:1 \bar{H} 130
94 705 600	Cyl. \varnothing : 102; KH: 64.4; MT: -13.9; M \varnothing : 73.23; GL: 102.4; piston pin: 40x78; number of piston rings: 3 RTK, TPL T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ... piston pin \varnothing 40,00 mm		
94 706 600	Cyl. \varnothing : 102; KH: 64.1; MT: -13.9; M \varnothing : 73.23; GL: 102.1; piston pin: 40x78; number of piston rings: 3 RTK, TPL T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ...		
94 707 600	Cyl. \varnothing : 102; KH: 63.8; MT: -13.9; M \varnothing : 73.23; GL: 101.8; piston pin: 40x78; number of piston rings: 3 RTK, TPL T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ... piston pin \varnothing 40,00 mm		
94 971 600	Cyl. \varnothing : 102; KH: 64.4; MT: -13.9; M \varnothing : 73.23; GL: 102.4; piston pin: 42x80; number of piston rings: 3 RTK, TPL T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ... piston pin \varnothing 42,00 mm		
94 972 600	Cyl. \varnothing : 102; KH: 64.1; MT: -13.9; M \varnothing : 73.23; GL: 102.1; piston pin: 42x80; number of piston rings: 3 RTK, TPL T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ... piston pin \varnothing 42,00 mm		
94 973 600	Cyl. \varnothing : 102; KH: 63.8; MT: -13.9; M \varnothing : 73.23; GL: 101.8; piston pin: 42x80; number of piston rings: 3 RTK, TPL T6 3 PC G6 M 2,5 CR DSF 4 CR → 80 00371 1 0 ... piston pin \varnothing 42,00 mm		

cont...



	80 00371 1 0 000	Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]
	94 705 960	Piston: 94705600; Cylinder liner: 89513190
	94 706 960	Piston: 94706600; Cylinder liner: 89513190
	94 707 960	Piston: 94707600; Cylinder liner: 89513190
	94 971 960	Piston: 94971600; Cylinder liner: 89513190
	94 972 960	Piston: 94972600; Cylinder liner: 89513190
	94 973 960	Piston: 94973600; Cylinder liner: 89513190
	89 513 190	T - Dry cylinder liner; semi; A=106 C=109.5 L=220 H=6.2
	160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III
	16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III
	160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III
	92-16159	IN; 35.37 x 28 x 7.7; G1
	50 005 879	

	RK-8H
	81-16105 IN/EX; 13.03/ x 8 x 60 G2
	81-16107 IN/EX; 14.03/ x 8 x 60 G2

319		106
	M 902	900 - 903
		1996 →
		G LA 6 7201 cm ³ 3V 170-205 kW 231-279 PS ⚡ 10,5:1 136
	50 009 053	EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat
	160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III
	16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III
	160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III
	92-16159	IN; 35.37 x 28 x 7.7; G1
	50 005 879	

	RK-8H
	81-16105 IN/EX; 13.03/ x 8 x 60 G2
	81-16107 IN/EX; 14.03/ x 8 x 60 G2
	92-16159 IN; 35.37 x 28 x 7.7; G1

320		106
	M 906 Euro 2	903 (ITA)
		G LA 6 7201 cm ³ 3V 205 kW 279 PS ⚡ 10,5:1 136
	OM 924 Euro 4	923
		02.2001 →
		D LA 4 4800 cm ³ 3V 160 kW 218 PS ⚡ 17,4:1 136
	U 3000, U 4000, U 5000	
	160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III
	16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III
	160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III
	92-16159	IN; 35.37 x 28 x 7.7; G1
	50 005 879	

	RK-8H
	81-16105 IN/EX; 13.03/ x 8 x 60 G2
	81-16107 IN/EX; 14.03/ x 8 x 60 G2

321		106
	OM 924 Euro 3	910, 912, 914
		05.2001 →
		D LA 4 4800 cm ³ 3V 160 kW 218 PS ⚡ 17,4:1 136
	40 033 600	Cyl. Ø: 106; KH: 61.4; MT: -13.4; MØ: 78.51; GL: 99.4; piston pin: 42x80; number of piston rings: 3
		RTK, TPL, KKK
		T6 3 PC G6
		M 2,5 CR G3
		DSF 4 CR
		→ 80 00527 1 0 ...

	80 00527 1 0 000	Cyl. Ø: 106; Set: 1; [T6 G6 PC 3] [M G3 IWU CR 2.5] [DSF CR 4]
	79 226 600	PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A 79 226 610 0,25 / 79 226 620 0,50
	79 228 600	PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A 79 228 610 0,30
	79 350 600	PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S 79 350 610 0,25 / 79 350 620 0,50 , The upper shell is marked with 'SPUTTER'.
	77 538 600	SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A 77 538 610 0,25 / 77 538 620 0,50
	77 542 690	SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B
	77 758 690	SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

cont...



77 823 600	SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S 77 823 610 0,25 / 77 823 620 0,50, The upper shell is marked with 'SPUTTER'.	
50 009 053	EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat	RK-8H
160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III	81-16105 IN/EX; 13.03/ x 8 x 60 G2
16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III	81-16107 IN/EX; 14.03/ x 8 x 60 G2
160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III	92-16159 IN; 35.37 x 28 x 7.7; G1
50 005 627		50 005 879

322	106
OM 924	911 02.2001 → D LA 4 4800 cm³ 3V 160 kW 218 PS 136
OM 924 Euro 3	911 02.2001 → D LA 4 4800 cm³ 3V 160 kW 218 PS 136
OM 924 Euro 2	911 02.2001 → D LA 4 4800 cm³ 3V 160 kW 218 PS 136
U 5000	

40 033 600	Cyl. Ø: 106; KH: 61.4; MT: -13.4; MØ: 78.51; GL: 99.4; piston pin: 42x80; number of piston rings: 3 RTK, TPL, KKK T6 3 PC G6 M 2,5 CR G3 DSF 4 CR → 80 00527 1 0 ...
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80 00371 1 0 000	Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]
80 00527 1 0 000	Cyl. Ø: 106; Set: 1; [T6 G6 PC 3] [M G3 IWU CR 2.5] [DSF CR 4]
80 00527 1 1 000	Cyl. Ø: 106; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 2.5] [DSF CR 4]
79 226 600	PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A 79 226 610 0,25 / 79 226 620 0,50
79 228 600	PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A 79 228 610 0,30
79 350 600	PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S 79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.
77 538 600	SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A 77 538 610 0,25 / 77 538 620 0,50
77 542 690	SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B
77 758 690	SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B
77 823 600	SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S 77 823 610 0,25 / 77 823 620 0,50, The upper shell is marked with 'SPUTTER'.

50 009 053	EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat	RK-8H
160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III	81-16105 IN/EX; 13.03/ x 8 x 60 G2
16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III	81-16107 IN/EX; 14.03/ x 8 x 60 G2
160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III	92-16159 IN; 35.37 x 28 x 7.7; G1
50 005 627		50 005 879

323	106
OM 924 Euro 3	915 - 916, 920 09.2002 → D LA 4 4800 cm³ 3V 160 kW 218 PS 17,4:1 136
U 3000, U 4000, U 5000	

40 078 600	Cyl. Ø: 106; KH: 61.4; MT: -14.19; MØ: 76; GL: 99.4; piston pin: 42x80; number of piston rings: 3 RTK, TPL, KKK T6 3 CK G6 M 2,5 CR G3 DSF 4 CR → 80 00527 1 1 ...
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80 00527 1 1 000	Cyl. Ø: 106; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 2.5] [DSF CR 4]
79 226 600	PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A 79 226 610 0,25 / 79 226 620 0,50
79 228 600	PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A 79 228 610 0,30

cont...



TRW
EngineComponents



MERCEDES-BENZ

- 79 350 600** PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.
- 77 538 600** SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 538 610 0,25 / 77 538 620 0,50
- 77 542 690** SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B
- 77 758 690** SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B
- 77 823 600** SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 823 610 0,25 / 77 823 620 0,50, The upper shell is marked with 'SPUTTER'.



- 50 009 053** EX; 15.2 x 6 x 81.6 x A - - 20° - 9 -
Exhaust brake valve - flat
- 160057** EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III
- 16200** IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III
- 160056** IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



- RK-8H**
- 81-16105** IN/EX; 13.03/ x 8 x 60 G2
- 81-16107** IN/EX; 14.03/ x 8 x 60 G2
- 92-16159** IN; 35.37 x 28 x 7.7; G1



50 005 879

324

106



OM 924 Euro 3

917

D LA 4 4800 cm³ 3V 142 kW 190 PS €17,4:1 136



- 40 026 600** Cyl. Ø: 106; KH: 61.4; MT: -12.56; MØ: 80; GL: 99.4; piston pin: 42x80; number of piston rings: 3
RTK, TPL, KKK
- T6 3 CK G6
- M 2,5 CR G3
- DSF 4 CR
- **80 00527 1 1 ...**



- 80 00527 1 1 000** Cyl. Ø: 106; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 2.5] [DSF CR 4]



- 79 226 600** PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

- 79 228 600** PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

- 79 350 600** PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

- 77 538 600** SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 538 610 0,25 / 77 538 620 0,50

- 77 542 690** SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

- 77 758 690** SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

- 77 823 600** SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 823 610 0,25 / 77 823 620 0,50, The upper shell is marked with 'SPUTTER'.



- 50 009 053** EX; 15.2 x 6 x 81.6 x A - - 20° - 9 -
Exhaust brake valve - flat
- 160057** EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III
- 16200** IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III
- 160056** IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



- RK-8H**
- 81-16105** IN/EX; 13.03/ x 8 x 60 G2
- 81-16107** IN/EX; 14.03/ x 8 x 60 G2
- 92-16159** IN; 35.37 x 28 x 7.7; G1



50 005 879



- 7.22841.08.0** EGR Valve; pneumatic, Non-return valve

325

106



OM 924 Euro 3

919, 924

05.2001 →

D LA 4 4800 cm³ 3V 160 kW 218 PS €17,4:1 136



- 79 226 600** PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

- 79 228 600** PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

- 79 350 600** PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

- 77 538 600** SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 538 610 0,25 / 77 538 620 0,50

- 77 542 690** SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

- 77 758 690** SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

- 77 823 600** SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 823 610 0,25 / 77 823 620 0,50, The upper shell is marked with 'SPUTTER'.

cont...



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

	50 009 053	EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat		RK-8H
	160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III		81-16105 IN/EX; 13.03/ x 8 x 60 G2
	16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III		81-16107 IN/EX; 14.03/ x 8 x 60 G2
	160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III		92-16159 IN; 35.37 x 28 x 7.7; G1

50 005 879

326		106	OM 924 Euro 4	922	06.2006→	D	LA	4	4800 cm ³	3V	160 kW	218 PS	£17,4:1		136
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	160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III		RK-8H
	16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III		81-16107 IN/EX; 14.03/ x 8 x 60 G2
	160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III		92-16159 IN; 35.37 x 28 x 7.7; G1

50 005 879

327		106	OM 924 Euro 5	927		D	LA	4	4800 cm ³	3V	160 kW	218 PS	£17,4:1		136
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80 00371 1 0 000 Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]
80 00559 1 0 000 Cyl. Ø: 102; Set: 1; [T15 G6 IW PC 3.5] [M IWU CR 2.5] [DSF CR 4]

	50 009 053	EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat		RK-8H
	160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III		81-16105 IN/EX; 13.03/ x 8 x 60 G2
	16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III		81-16107 IN/EX; 14.03/ x 8 x 60 G2
	160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III		92-16159 IN; 35.37 x 28 x 7.7; G1

50 005 879

M

328		106	OM 924 Euro 3	928, 932		D	LA	4	4800 cm ³	3V	145-160 kW	187-218 PS	£17,4:1		136
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	40 078 600	Cyl. Ø: 106; KH: 61.4; MT: -14.19; MØ: 76; GL: 99.4; piston pin: 42x80; number of piston rings: 3 RTK, TPL, KKK T6 3 CK G6 M 2,5 CR G3 DSF 4 CR → 80 00527 1 1 ...
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80 00527 1 1 000 Cyl. Ø: 106; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 2.5] [DSF CR 4]

	160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III		RK-8H
	16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III		81-16107 IN/EX; 14.03/ x 8 x 60 G2
	160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III		92-16159 IN; 35.37 x 28 x 7.7; G1

50 005 879

329		106	OM 926 Euro 2	910		D	LA	6	7201 cm ³	3V	240 kW	326 PS	£17,4:1		136
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	40 033 600	Cyl. Ø: 106; KH: 61.4; MT: -13.4; MØ: 78.51; GL: 99.4; piston pin: 42x80; number of piston rings: 3 RTK, TPL, KKK T6 3 PC G6 M 2,5 CR G3 DSF 4 CR → 80 00527 1 0 ...
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80 00527 1 0 000 Cyl. Ø: 106; Set: 1; [T6 G6 PC 3] [M G3 IWU CR 2.5] [DSF CR 4]

cont...



TRW
EngineComponents



MERCEDES-BENZ

	79 226 600	PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A 79 226 610 0,25 / 79 226 620 0,50	
	79 228 600	PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A 79 228 610 0,30	
	79 350 600	PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S 79 350 610 0,25 / 79 350 620 0,50 , The upper shell is marked with 'SPUTTER'.	
	77 539 600	SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A 77 539 610 0,25 / 77 539 620 0,50	
	77 543 690	SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B	
	77 759 690	SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B	
	77 824 600	SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S 77 824 610 0,25 / 77 824 620 0,50 , The upper shell is marked with 'SPUTTER'.	
	50 009 053	EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat	RK-8H
	160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III	81-16105 IN/EX; 13.03/ x 8 x 60 G2
	16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III	81-16107 IN/EX; 14.03/ x 8 x 60 G2
	160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III	92-16159 IN; 35.37 x 28 x 7.7; G1
	50 006 360	CAM, Attention: camshaft with special application !!! Please recheck data card MB and original number	
	50 005 879		

330 **106**
OM 926 Euro 3 **911**

	40 033 600	Cyl. Ø: 106; KH: 61.4; MT: -13.4; MØ: 78.51; GL: 99.4; piston pin: 42x80; number of piston rings: 3 RTK, TPL, KKK T6 3 PC G6 M 2,5 CR G3 DSF 4 CR → 80 00527 1 0 ...
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	80 00527 1 0 000	Cyl. Ø: 106; Set: 1; [T6 G6 PC 3] [M G3 IWU CR 2.5] [DSF CR 4]	
	80 00527 1 1 000	Cyl. Ø: 106; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 2.5] [DSF CR 4]	
	79 226 600	PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A 79 226 610 0,25 / 79 226 620 0,50	
	79 228 600	PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A 79 228 610 0,30	
	79 350 600	PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S 79 350 610 0,25 / 79 350 620 0,50 , The upper shell is marked with 'SPUTTER'.	
	77 539 600	SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A 77 539 610 0,25 / 77 539 620 0,50	
	77 543 690	SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B	
	77 759 690	SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B	
	77 824 600	SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S 77 824 610 0,25 / 77 824 620 0,50 , The upper shell is marked with 'SPUTTER'.	
	50 009 053	EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat	RK-8H
	160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III	81-16105 IN/EX; 13.03/ x 8 x 60 G2
	16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III	81-16107 IN/EX; 14.03/ x 8 x 60 G2
	160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III	92-16159 IN; 35.37 x 28 x 7.7; G1
	50 006 360	CAM, Attention: camshaft with special application !!! Please recheck data card MB and original number	
	50 005 627		50 005 879

M



331

106



OM 926

912

2000 →

D

LA

6

7201 cm³

3V

240 kW

326 PS

136

OM 926 Euro 3

912

2000 →

D

LA

6

7201 cm³

3V

240 kW

326 PS

136

OM 926 Euro 2

912

2000 →

D

LA

6

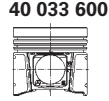
7201 cm³

3V

240 kW

326 PS

136



Cyl. Ø: 106; KH: 61.4; MT: -13.4; MØ: 78.51; GL: 99.4; piston pin: 42x80; number of piston rings: 3
RTK, TPL, KKK
T6 3 PC G6
M 2,5 CR G3
DSF 4 CR
→ **80 00527 1 0 ...**



80 00371 1 0 000

Cyl. Ø: 102; Set: 1; [T6 G6 PC 3] [M IWU CR 2.5] [DSF CR 4]

80 00527 1 0 000

Cyl. Ø: 106; Set: 1; [T6 G6 PC 3] [M G3 IWU CR 2.5] [DSF CR 4]

80 00527 1 1 000

Cyl. Ø: 106; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 2.5] [DSF CR 4]



79 226 600

PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

79 350 600

PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 539 600

SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 539 610 0,25 / 77 539 620 0,50

77 543 690

SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 759 690

SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 824 600

SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 824 610 0,25 / 77 824 620 0,50, The upper shell is marked with 'SPUTTER'.



50 009 053

EX; 15.2 x 6 x 81.6 x A - - 20° - 9 -
Exhaust brake valve - flat



RK-8H

160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III



81-16105

IN/EX; 13.03/ x 8 x 60 G2

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III



81-16107

IN/EX; 14.03/ x 8 x 60 G2

160056

IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



92-16159

IN; 35.37 x 28 x 7.7; G1



50 005 627



50 005 879

332

106



OM 926 Euro 3

914 - 915

2000 →

D

LA

6

7201 cm³

3V

240 kW

326 PS

£17:1

136



40 078 600

Cyl. Ø: 106; KH: 61.4; MT: -14.19; MØ: 76; GL: 99.4; piston pin: 42x80; number of piston rings: 3
RTK, TPL, KKK
T6 3 CK G6
M 2,5 CR G3
DSF 4 CR
→ **80 00527 1 1 ...**



Cyl. Ø: 106; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 2.5] [DSF CR 4]



80 00527 1 1 000



79 226 600

PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

79 350 600

PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 539 600

SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 539 610 0,25 / 77 539 620 0,50

77 543 690

SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 759 690

SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 824 600

SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 824 610 0,25 / 77 824 620 0,50, The upper shell is marked with 'SPUTTER'.



50 009 053

EX; 15.2 x 6 x 81.6 x A - - 20° - 9 -
Exhaust brake valve - flat



RK-8H

160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III



81-16105

IN/EX; 13.03/ x 8 x 60 G2

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III



81-16107

IN/EX; 14.03/ x 8 x 60 G2

cont...



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III	92-16159	IN; 35.37 x 28 x 7.7; G1
50 006 360	CAM, Attention: camshaft with special application !!! Please recheck data card MB and original number		
50 005 627		50 005 879	

333 **106**
OM 926 Euro 3 **916, 920, 927 - 928**
D LA 6 7201 cm³ 3V 187-240 kW 250-326 PS ϵ 17:1 136

40 026 600	Cyl. \varnothing : 106; KH: 61.4; MT: -12.56; M \varnothing : 80; GL: 99.4; piston pin: 42x80; number of piston rings: 3 RTK, TPL, KKK T6 3 CK G6 M 2,5 CR G3 DSF 4 CR → 80 00527 1 1 ...
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80 00527 1 1 000	Cyl. \varnothing : 106; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 2.5] [DSF CR 4]
79 226 600	PAIR HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/A 79 226 610 0,25 / 79 226 620 0,50
79 228 600	PAIR AS STD \varnothing 94.000 / 117.350 // 3.300 St/A 79 228 610 0,30
79 350 600	PAIR PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/B/S 79 350 610 0,25 / 79 350 620 0,50 , The upper shell is marked with 'SPUTTER'.
77 539 600	SET HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/A 77 539 610 0,25 / 77 539 620 0,50
77 543 690	SET NW-L SEMI \varnothing 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI \varnothing 67.970 / 72.000 / 19.800 / 2.400 St/B
77 759 690	SET PL-B SEMI \varnothing 42.000 / 46.000 / 33.750 / St/B
77 824 600	SET PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/B/S 77 824 610 0,25 / 77 824 620 0,50 , The upper shell is marked with 'SPUTTER'.

50 009 053	EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat	RK-8H
160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III	81-16105 IN/EX; 13.03/ x 8 x 60 G2
16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III	81-16107 IN/EX; 14.03/ x 8 x 60 G2
160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III	92-16159 IN; 35.37 x 28 x 7.7; G1

50 006 360	CAM, Attention: camshaft with special application !!! Please recheck data card MB and original number		
50 005 879			
7.22841.08.0	EGR Valve; pneumatic, Non-return valve		

334 **106**
OM 926 Euro 3 **917 - 918, 924**
D LA 6 7201 cm³ 3V 215-240 kW 292-326 PS ϵ 17:1 136

40 078 600	Cyl. \varnothing : 106; KH: 61.4; MT: -14.19; M \varnothing : 76; GL: 99.4; piston pin: 42x80; number of piston rings: 3 RTK, TPL, KKK T6 3 CK G6 M 2,5 CR G3 DSF 4 CR → 80 00527 1 1 ...
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80 00527 1 1 000	Cyl. \varnothing : 106; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 2.5] [DSF CR 4]
79 226 600	PAIR HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/A 79 226 610 0,25 / 79 226 620 0,50
79 228 600	PAIR AS STD \varnothing 94.000 / 117.350 // 3.300 St/A 79 228 610 0,30
79 350 600	PAIR PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/B/S 79 350 610 0,25 / 79 350 620 0,50 , The upper shell is marked with 'SPUTTER'.
77 539 600	SET HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/A 77 539 610 0,25 / 77 539 620 0,50
77 543 690	SET NW-L SEMI \varnothing 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI \varnothing 67.970 / 72.000 / 19.800 / 2.400 St/B
77 759 690	SET PL-B SEMI \varnothing 42.000 / 46.000 / 33.750 / St/B

cont...



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

77 824 600	SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S 77 824 610 0,25 / 77 824 620 0,50 , The upper shell is marked with 'SPUTTER'.	
50 009 053	EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat	RK-8H
160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III	81-16105 IN/EX; 13.03/ x 8 x 60 G2
16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III	81-16107 IN/EX; 14.03/ x 8 x 60 G2
160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III	92-16159 IN; 35.37 x 28 x 7.7; G1
50 005 879		

335	106	OM 926 Euro 4	919	D	LA	6	7201 cm ³	4V	215 kW	292 PS	ε 17:1	H 136
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79 226 600	PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A 79 226 610 0,25 / 79 226 620 0,50
79 228 600	PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A 79 228 610 0,30
79 350 600	PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S 79 350 610 0,25 / 79 350 620 0,50 , The upper shell is marked with 'SPUTTER'.
77 539 600	SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A 77 539 610 0,25 / 77 539 620 0,50
77 543 690	SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B
77 759 690	SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B
77 824 600	SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S 77 824 610 0,25 / 77 824 620 0,50 , The upper shell is marked with 'SPUTTER'.

160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III	RK-8H
16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III	81-16105 IN/EX; 13.03/ x 8 x 60 G2
160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III	81-16107 IN/EX; 14.03/ x 8 x 60 G2
92-16159	IN; 35.37 x 28 x 7.7; G1	
50 005 879		

M

336	106	OM 926 Euro 3	925	D	LA	6	7201 cm ³	3V	215-240 kW	292-326 PS	ε 17:1	H 136
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40 078 600	Cyl. Ø: 106; KH: 61.4; MT: -14.19; MØ: 76; GL: 99.4; piston pin: 42x80; number of piston rings: 3 RTK, TPL, KKK T6 3 CK G6 M 2,5 CR G3 DSF 4 CR → 80 00527 1 1 ...
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80 00527 1 1 000	Cyl. Ø: 106; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 2.5] [DSF CR 4]
79 226 600	PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A 79 226 610 0,25 / 79 226 620 0,50
79 228 600	PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A 79 228 610 0,30
79 350 600	PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S 79 350 610 0,25 / 79 350 620 0,50 , The upper shell is marked with 'SPUTTER'.
77 539 600	SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A 77 539 610 0,25 / 77 539 620 0,50
77 543 690	SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B
77 759 690	SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B
77 824 600	SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S 77 824 610 0,25 / 77 824 620 0,50 , The upper shell is marked with 'SPUTTER'.

50 009 053	EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat	RK-8H
160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III	81-16105 IN/EX; 13.03/ x 8 x 60 G2
16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III	81-16107 IN/EX; 14.03/ x 8 x 60 G2
160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III	92-16159 IN; 35.37 x 28 x 7.7; G1
50 006 360	CAM, Attention: camshaft with special application !!! Please recheck data card MB and original number	
50 005 879		



TRW
EngineComponents



MERCEDES-BENZ

337

106



OM 926 Euro 3

926, 932

D LA 6 7201 cm³ 3V 225 kW 306 PS ξ 17:1 136

	79 226 600	PAIR HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/A 79 226 610 0,25 / 79 226 620 0,50
	79 228 600	PAIR AS STD \varnothing 94.000 / 117.350 // 3.300 St/A 79 228 610 0,30
	79 350 600	PAIR PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/B/S 79 350 610 0,25 / 79 350 620 0,50 , The upper shell is marked with 'SPUTTER'.
	77 539 600	SET HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/A 77 539 610 0,25 / 77 539 620 0,50
	77 543 690	SET NW-L SEMI \varnothing 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI \varnothing 67.970 / 72.000 / 19.800 / 2.400 St/B
	77 759 690	SET PL-B SEMI \varnothing 42.000 / 46.000 / 33.750 / St/B
	77 824 600	SET PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/B/S 77 824 610 0,25 / 77 824 620 0,50 , The upper shell is marked with 'SPUTTER'.
	50 009 053	EX; 15.2 x 6 x 81.6 x A - - 20° - 9 - Exhaust brake valve - flat
	160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III
	16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III
	160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III
	50 006 360	CAM, Attention: camshaft with special application !!! Please recheck data card MB and original number
	50 005 879	



RK-8H



81-16105

IN/EX; 13.03/ x 8 x 60 G2



81-16107

IN/EX; 14.03/ x 8 x 60 G2



92-16159

IN; 35.37 x 28 x 7.7; G1

338

106



OM 926 Euro 3

929, 938

D LA 6 7201 cm³ 3V 187-209 kW 250-280 PS ξ 17:1 136

	40 078 600	Cyl. \varnothing : 106; KH: 61.4; MT: -14.19; M \varnothing : 76; GL: 99.4; piston pin: 42x80; number of piston rings: 3 RTK, TPL, KKK T6 3 CK G6 M 2,5 CR G3 DSF 4 CR → 80 00527 1 1 ...
	80 00527 1 1 000	Cyl. \varnothing : 106; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 2.5] [DSF CR 4]
	79 226 600	PAIR HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/A 79 226 610 0,25 / 79 226 620 0,50
	79 228 600	PAIR AS STD \varnothing 94.000 / 117.350 // 3.300 St/A 79 228 610 0,30
	79 350 600	PAIR PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/B/S 79 350 610 0,25 / 79 350 620 0,50 , The upper shell is marked with 'SPUTTER'.
	77 539 600	SET HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/A 77 539 610 0,25 / 77 539 620 0,50
	77 543 690	SET NW-L SEMI \varnothing 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI \varnothing 67.970 / 72.000 / 19.800 / 2.400 St/B
	77 759 690	SET PL-B SEMI \varnothing 42.000 / 46.000 / 33.750 / St/B
	77 824 600	SET PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/B/S 77 824 610 0,25 / 77 824 620 0,50 , The upper shell is marked with 'SPUTTER'.
	160057	EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III
	16200	IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III
	160056	IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III
	50 005 879	



RK-8H



81-16107

IN/EX; 14.03/ x 8 x 60 G2



92-16159

IN; 35.37 x 28 x 7.7; G1

M



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

339



106



OM 926 Euro 4

934, 937, 939

D LA 6 7201 cm³ 4V 210-240 kW 286-326 PS £ 17:1 136

OM 926 Euro 3

941

D LA 6 7201 cm³ 3V 205 kW 279 PS £ 17:1 136

OM 926 Euro 5

945, 947 - 948

D LA 6 7201 cm³ 4V 240 kW 326 PS £ 17:1 136



79 226 600

PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

79 350 600

PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 539 600

SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 539 610 0,25 / 77 539 620 0,50

77 543 690

SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 759 690

SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 824 600

SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 824 610 0,25 / 77 824 620 0,50, The upper shell is marked with 'SPUTTER'.



160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III



RK-8H

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III



81-16107

IN/EX; 14.03/ x 8 x 60 G2

160056

IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



92-16159

IN; 35.37 x 28 x 7.7; G1



50 005 879

340



106



OM 926 Euro 3

940

D LA 6 7201 cm³ 3V 220 kW 299 PS £ 17:1 136



40 078 600

Cyl. Ø: 106; KH: 61.4; MT: -14.19; MØ: 76; GL: 99.4; piston pin: 42x80; number of piston rings: 3



RTK, TPL, KKK

T6 3 CK G6

M 2,5 CR G3

DSF 4 CR

→ **80 00527 1 1 ...**



80 00527 1 1 000

Cyl. Ø: 106; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 2.5] [DSF CR 4]



79 226 600

PAIR HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD Ø 94.000 / 117.350 // 3.300 St/A
79 228 610 0,30

79 350 600

PAIR PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 539 600

SET HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD Ø 86.010 / 91.000 / 23.300 / 2.475 St/A
77 539 610 0,25 / 77 539 620 0,50

77 543 690

SET NW-L SEMI Ø 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI Ø 67.970 / 72.000 / 19.800 / 2.400 St/B

77 759 690

SET PL-B SEMI Ø 42.000 / 46.000 / 33.750 / St/B

77 824 600

SET PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD Ø 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 824 610 0,25 / 77 824 620 0,50, The upper shell is marked with 'SPUTTER'.



160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III



RK-8H

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III



81-16105

IN/EX; 13.03/ x 8 x 60 G2

160056

IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III

81-16107

IN/EX; 14.03/ x 8 x 60 G2



92-16159

IN; 35.37 x 28 x 7.7; G1



50 005 879

M



TRW
EngineComponents



MERCEDES-BENZ

341

106



OM 926 Euro 3

942, 950

D LA 6 7201 cm³ 3V 194-224 kW 260-300 PS ξ 17:1 136



40 026 600

Cyl. \varnothing : 106; KH: 61.4; MT: -12.56; M \varnothing : 80; GL: 99.4; piston pin: 42x80; number of piston rings: 3

RTK, TPL, KKK

T6 3 CK G6

M 2,5 CR G3

DSF 4 CR

→ 80 00527 1 1 ...



80 00527 1 1 000

Cyl. \varnothing : 106; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 2.5] [DSF CR 4]



79 226 600

PAIR HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD \varnothing 94.000 / 117.350 // 3.300 St/A

79 228 610 0,30

79 350 600

PAIR PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 539 600

SET HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/A
77 539 610 0,25 / 77 539 620 0,50

77 543 690

SET NW-L SEMI \varnothing 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI \varnothing 67.970 / 72.000 / 19.800 / 2.400 St/B

77 759 690

SET PL-B SEMI \varnothing 42.000 / 46.000 / 33.750 / St/B

77 824 600

SET PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 824 610 0,25 / 77 824 620 0,50, The upper shell is marked with 'SPUTTER'.



160057

EX; 38 x 8 x 152.7 x RA/S - Cr - 45° - 1 - III



RK-8H

16200

IN; 34 x 8 x 125.9 x RA/S - Cr - 20° - 1 - III



81-16107

IN/EX; 14.03/ x 8 x 60 G2

160056

IN; 34 x 8 x 128.9 x RA/S - Cr - 20° - 1 - III



92-16159

IN; 35.37 x 28 x 7.7; G1



50 005 879

342

106



OM 926 Euro 3

944

D LA 6 7201 cm³ 3V 136

OM 926 Euro 5

946

D LA 6 7201 cm³ 4V 210-240 kW 286-326 PS ξ 17:1 136

OM 926 Euro 4

949

D LA 6 7201 cm³ 4V 210 kW 286 PS ξ 17:1 136

OM 926 Euro 5

990

D LA 6 7201 cm³ 3V 240 kW 326 PS ξ 17:1 136



79 226 600

PAIR HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/A
79 226 610 0,25 / 79 226 620 0,50

79 228 600

PAIR AS STD \varnothing 94.000 / 117.350 // 3.300 St/A

79 228 610 0,30

79 350 600

PAIR PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/B/S
79 350 610 0,25 / 79 350 620 0,50, The upper shell is marked with 'SPUTTER'.

77 539 600

SET HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/B/G1; HL STD \varnothing 86.010 / 91.000 / 23.300 / 2.475 St/A
77 539 610 0,25 / 77 539 620 0,50

77 543 690

SET NW-L SEMI \varnothing 67.970 / 72.000 / 29.300 / 2.400 St/B; NW-L SEMI \varnothing 67.970 / 72.000 / 19.800 / 2.400 St/B

77 759 690

SET PL-B SEMI \varnothing 42.000 / 46.000 / 33.750 / St/B

77 824 600

SET PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/A; PL STD \varnothing 70.015 / 75.000 / 26.300 / 2.478 St/B/S
77 824 610 0,25 / 77 824 620 0,50, The upper shell is marked with 'SPUTTER'.



50 005 879

343

115



OM 327

910, 914 - 919, 930 - 946

1965 → 05.1969 D AN 6 7980 cm³ 2V 110-125 kW 150-170 PS 128



1610

EX; 43 x 10 x 150 x A - Cr - 45° - 5 -



81-1654

EX; 16/ x 10 x 71 G1

1659

IN; 54 x 10 x 150 x S - Cr - 45° - VS - 5 - III

81-1639

EX; 16/ x 10 x 77 G1



92-16133

EX; 46.01 x 36 x 10; G1; 45°

81-1655

EX; 16.1/ x 10 x 71 G1

92-16135

EX; 46.11 x 36 x 10; G1; 45°

81-1656

EX; 16.2/ x 10 x 71 G1

92-16137

EX; 46.21 x 36 x 10; G1; 45°

81-1657

EX; 16.4/ x 10 x 71 G1

cont...

M



TRW
EngineComponents



MERCEDES-BENZ

92-16132 IN; 56.01 x 45 x 10.5; G1; 45°
92-16134 IN; 56.11 x 45 x 10.5; G1; 45°
92-16136 IN; 56.21 x 45 x 10.5; G1; 45°

81-1650 IN; 16/ x 10 x 79 G1
81-1638 IN; 16/ x 10 x 85 G1
81-1651 IN; 16.1/ x 10 x 79 G1
81-1652 IN; 16.2/ x 10 x 79 G1
81-1653 IN; 16.4/ x 10 x 79 G1

344

115



OM 360

910, 930, 935 - 936, 942 - 943, 960, 963, 966 - 970, 973, 975

1968 →

D AN 6

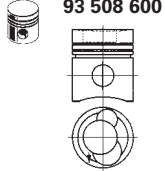
8725 cm³

2V

81-141 kW

110-192 PS

140



93 508 600 Cyl. Ø: 115; KH: 85.3; VT1: -.7; MT: -22; MØ: 65; GL: 133.3; piston pin: 42x98; number of piston rings: 3
93 508 610 115,50 / **93 508 620** 116,00
 RTK
 T6 3,5 MO G6
 R 3 MO
 DSF 5,5 CR
 → **80 00110 1 0 ...**, **80 00110 1 1 ...**, **80 00110 6 1 ...**



80 00110 1 0 000 Cyl. Ø: 115; Set: 1; [T6 G6 MO 3.5] [R IF MO 3] [DSF CR 5.5]
80 00110 1 0 050 115,50 / **80 00110 1 0 100** 116,00

80 00110 1 1 000 Cyl. Ø: 115; Set: 1; [T6 G6 CR 3.5] [R IF 3] [DSF CR 5.5]
80 00110 1 1 050 115,50 / **80 00110 1 1 100** 116,00 / **80 00110 1 1 150** 116,50

80 00110 6 1 000 Cyl. Ø: 115; Set: 6; [T6 G6 CR 3.5] [R IF 3] [DSF CR 5.5]
80 00110 6 1 050 115,50 / **80 00110 6 1 100** 116,00 / **80 00110 6 1 150** 116,50



93 508 960 Piston: 93508600; Cylinder liner: 89043190

93 508 961 Piston: 93508600; Cylinder liner: 89046190



89 043 190 T - Dry cylinder liner; semi; A=120 C=125 L=253.5 H=5.5

89 046 190 T - Dry cylinder liner; semi; A=120.07 C=125 L=253.5 H=5.75, with oversized collar height 0,25 mm



87 331 690 SET PL-B SEMI Ø 42.000 / 46.000 / 41.500 / St/B

87 389 694 SET NW-L SEMI Ø 57.370 / 62.000 / 20.000 / St/W; NW-L SEMI Ø 57.670 / 62.000 / 48.000 / St/W; NW-L SEMI Ø 57.970 / 62.000 / 35.000 / St/W; NW-L SEMI Ø 57.870 / 62.000 / 20.000 / St/W

87 724 600 SET HL STD Ø 98.000 / 104.000 / 28.500 / 2.975 St/B/G; PASS-L STD Ø 98.000 / 104.000 / 41.810 / 2.975 St/B/G

87 724 610 0,25 / **87 724 620** 0,50 / **87 724 630** 0,75 / **87 724 640** 1,00, PASS-L: Upper half without groove

87 725 600 SET PL STD Ø 72.000 / 77.000 / 35.000 / 2.476 St/B/G

87 725 610 0,25 / **87 725 620** 0,50 / **87 725 630** 0,75 / **87 725 640** 1,00

M



1610 EX; 43 x 10 x 150 x A - Cr - 45° - 5 -

1659 IN; 54 x 10 x 150 x S - Cr - 45° - VS - 5 - III



81-1654 EX; 16/ x 10 x 71 G1

81-1639 EX; 16/ x 10 x 77 G1



92-16133 EX; 46.01 x 36 x 10; G1; 45°

92-16135 EX; 46.11 x 36 x 10; G1; 45°

92-16137 EX; 46.21 x 36 x 10; G1; 45°

92-16132 IN; 56.01 x 45 x 10.5; G1; 45°

92-16134 IN; 56.11 x 45 x 10.5; G1; 45°

92-16136 IN; 56.21 x 45 x 10.5; G1; 45°

81-1655 EX; 16.1/ x 10 x 71 G1

81-1656 EX; 16.2/ x 10 x 71 G1

81-1657 EX; 16.4/ x 10 x 71 G1

81-1650 IN; 16/ x 10 x 79 G1

81-1638 IN; 16/ x 10 x 85 G1

81-1651 IN; 16.1/ x 10 x 79 G1

81-1652 IN; 16.2/ x 10 x 79 G1

81-1653 IN; 16.4/ x 10 x 79 G1



50 006 371

CAM

345

115



OM 360

937 - 941, 944, 946, 948 - 952, 961 - 962, 964 - 965, 971 - 972, 983

1968 →

D AN 6

8725 cm³

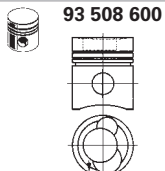
2V

125-141 kW

170-192 PS

€ 16,8:1

140



93 508 600 Cyl. Ø: 115; KH: 85.3; VT1: -.7; MT: -22; MØ: 65; GL: 133.3; piston pin: 42x98; number of piston rings: 3
93 508 610 115,50 / **93 508 620** 116,00
 RTK
 T6 3,5 MO G6
 R 3 MO
 DSF 5,5 CR
 → **80 00110 1 0 ...**, **80 00110 1 1 ...**, **80 00110 6 1 ...**



80 00110 1 0 000 Cyl. Ø: 115; Set: 1; [T6 G6 MO 3.5] [R IF MO 3] [DSF CR 5.5]
80 00110 1 0 050 115,50 / **80 00110 1 0 100** 116,00

80 00110 1 1 000 Cyl. Ø: 115; Set: 1; [T6 G6 CR 3.5] [R IF 3] [DSF CR 5.5]
80 00110 1 1 050 115,50 / **80 00110 1 1 100** 116,00 / **80 00110 1 1 150** 116,50

80 00110 6 1 000 Cyl. Ø: 115; Set: 6; [T6 G6 CR 3.5] [R IF 3] [DSF CR 5.5]
80 00110 6 1 050 115,50 / **80 00110 6 1 100** 116,00 / **80 00110 6 1 150** 116,50



93 508 960 Piston: 93508600; Cylinder liner: 89043190

93 508 961 Piston: 93508600; Cylinder liner: 89046190



89 043 190 T - Dry cylinder liner; semi; A=120 C=125 L=253.5 H=5.5

89 046 190 T - Dry cylinder liner; semi; A=120.07 C=125 L=253.5 H=5.75, with oversized collar height 0,25 mm

cont...



	87 331 690	SET PL-B SEMI Ø 42.000 / 46.000 / 41.500 / St/B		
	87 389 694	SET NW-L SEMI Ø 57.370 / 62.000 / 20.000 / St/W; NW-L SEMI Ø 57.670 / 62.000 / 48.000 / St/W; NW-L SEMI Ø 57.970 / 62.000 / 35.000 / St/W; NW-L SEMI Ø 57.870 / 62.000 / 20.000 / St/W		
	87 724 600	SET HL STD Ø 98.000 / 104.000 / 28.500 / 2.975 St/B/G; PASS-L STD Ø 98.000 / 104.000 / 41.810 / 2.975 St/B/G 87 724 610 0,25 / 87 724 620 0,50 / 87 724 630 0,75 / 87 724 640 1,00, PASS-L: Upper half without groove		
	87 725 600	SET PL STD Ø 72.000 / 77.000 / 35.000 / 2.476 St/B/G 87 725 610 0,25 / 87 725 620 0,50 / 87 725 630 0,75 / 87 725 640 1,00		
	1610	EX; 43 x 10 x 150 x A - Cr - 45° - 5 -		81-1654 EX; 16/ x 10 x 71 G1
	1659	IN; 54 x 10 x 150 x S - Cr - 45° - VS - 5 - III		81-1639 EX; 16/ x 10 x 77 G1
	92-16133	EX; 46.01 x 36 x 10; G1; 45°		81-1655 EX; 16.1/ x 10 x 71 G1
	92-16135	EX; 46.11 x 36 x 10; G1; 45°		81-1656 EX; 16.2/ x 10 x 71 G1
	92-16137	EX; 46.21 x 36 x 10; G1; 45°		81-1657 EX; 16.4/ x 10 x 71 G1
	92-16132	IN; 56.01 x 45 x 10.5; G1; 45°		81-1650 IN; 16/ x 10 x 79 G1
	92-16134	IN; 56.11 x 45 x 10.5; G1; 45°		81-1638 IN; 16/ x 10 x 85 G1
	92-16136	IN; 56.21 x 45 x 10.5; G1; 45°		81-1651 IN; 16.1/ x 10 x 79 G1
				81-1652 IN; 16.2/ x 10 x 79 G1
				81-1653 IN; 16.4/ x 10 x 79 G1

50 006 371 CAM

50 005 203

346		115										
		OM 360	982									
			01.1980 → 12.1989	D	A	6	8725 cm ³	2V	154 kW	210 PS	ε 16,8:1	140

93 508 600 Cyl. Ø: 115; KH: 85.3; VT1: -.7; MT: -.22; MØ: 65; GL: 133.3; piston pin: 42x98; number of piston rings: 3
93 508 610 115,50 / **93 508 620** 116,00
RTK
T6 3,5 MO G6
R 3 MO
DSF 5,5 CR
→ **80 00110 1 0 ...**, **80 00110 1 1 ...**, **80 00110 6 1 ...**

80 00110 1 0 000 Cyl. Ø: 115; Set: 1; [T6 G6 MO 3.5] [R IF MO 3] [DSF CR 5.5]
80 00110 1 0 050 115,50 / **80 00110 1 0 100** 116,00
80 00110 1 1 000 Cyl. Ø: 115; Set: 1; [T6 G6 CR 3.5] [R IF 3] [DSF CR 5.5]
80 00110 1 1 050 115,50 / **80 00110 1 1 100** 116,00 / **80 00110 1 1 150** 116,50
80 00110 6 1 000 Cyl. Ø: 115; Set: 6; [T6 G6 CR 3.5] [R IF 3] [DSF CR 5.5]
80 00110 6 1 050 115,50 / **80 00110 6 1 100** 116,00 / **80 00110 6 1 150** 116,50

93 508 960 Piston: 93508600; Cylinder liner: 89043190
93 508 961 Piston: 93508600; Cylinder liner: 89046190

89 043 190 T - Dry cylinder liner; semi; A=120 C=125 L=253.5 H=5.5
89 046 190 T - Dry cylinder liner; semi; A=120.07 C=125 L=253.5 H=5.75, with oversized collar height 0,25 mm

87 331 690 SET PL-B SEMI Ø 42.000 / 46.000 / 41.500 / St/B
87 389 694 SET NW-L SEMI Ø 57.370 / 62.000 / 20.000 / St/W; NW-L SEMI Ø 57.670 / 62.000 / 48.000 / St/W; NW-L SEMI Ø 57.970 / 62.000 / 35.000 / St/W; NW-L SEMI Ø 57.870 / 62.000 / 20.000 / St/W
87 724 600 SET HL STD Ø 98.000 / 104.000 / 28.500 / 2.975 St/B/G; PASS-L STD Ø 98.000 / 104.000 / 41.810 / 2.975 St/B/G
87 724 610 0,25 / **87 724 620** 0,50 / **87 724 630** 0,75 / **87 724 640** 1,00, PASS-L: Upper half without groove
87 725 600 SET PL STD Ø 72.000 / 77.000 / 35.000 / 2.476 St/B/G
87 725 610 0,25 / **87 725 620** 0,50 / **87 725 630** 0,75 / **87 725 640** 1,00

	1610	EX; 43 x 10 x 150 x A - Cr - 45° - 5 -		81-1654 EX; 16/ x 10 x 71 G1
	1659	IN; 54 x 10 x 150 x S - Cr - 45° - VS - 5 - III		81-1639 EX; 16/ x 10 x 77 G1
	92-16133	EX; 46.01 x 36 x 10; G1; 45°		81-1655 EX; 16.1/ x 10 x 71 G1
	92-16135	EX; 46.11 x 36 x 10; G1; 45°		81-1656 EX; 16.2/ x 10 x 71 G1
	92-16137	EX; 46.21 x 36 x 10; G1; 45°		81-1650 IN; 16/ x 10 x 79 G1
	92-16132	IN; 56.01 x 45 x 10.5; G1; 45°		81-1638 IN; 16/ x 10 x 85 G1
	92-16134	IN; 56.11 x 45 x 10.5; G1; 45°		81-1651 IN; 16.1/ x 10 x 79 G1
	92-16136	IN; 56.21 x 45 x 10.5; G1; 45°		81-1652 IN; 16.2/ x 10 x 79 G1

50 005 203

M



347

125




OM 401

900-001, 900/-000

04.1972 → 1985 D AN 6 9572 cm³ 2V 129 kW 175 PS  130

OM 401

900-400

01.1976 → 12.1989 D A 6 9572 cm³ 2V  130



92 306 600



Cyl. Ø: 125; KH: 87.25; MT: -23.5; MØ: 65; GL: 137.25; piston pin: 46x97; number of piston rings: 3
RTK

T6 3 MO G6

NM 3 MO G3

DSF 6 CR

→ **80 00112 1 0 ...**, **80 00112 1 1 ...**



80 00112 1 0 000

Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]

80 00112 1 1 000

Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6]

80 00112 1 1 050 125,50



92 306 963

Piston: 92306600; Cylinder liner: 89181110

92 306 964

Piston: 92306600; Cylinder liner: 89314110

92 306 965

Piston: 92306600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 181 110

N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.07+1

89 314 110

N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.57+1, with oversized collar height 0,50 mm

89 380 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing



78 692 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 692 605 0,10 / **78 692 610** 0,25 / **78 692 620** 0,50 / **78 692 630** 0,75 / **78 692 640** 1,00

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / **78 693 610** 0,25 / **78 693 620** 0,50 / **78 693 630** 0,75 / **78 693 640** 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / **78 694 614** 0,25 / **78 694 624** 0,50 / **78 694 634** 0,75 / **78 694 644** 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, 02.1976→

87 367 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B

87 367 694 SEMI / **87 367 600** STD

87 403 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 403 614 0,25 / **87 403 624** 0,50 / **87 403 634** 0,75 / **87 403 644** 1,00

87 404 600

SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

87 404 605 0,10 / **87 404 610** 0,25 / **87 404 620** 0,50 / **87 404 630** 0,75 / **87 404 640** 1,00



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

1608

EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16104

EX; 53.11 x 43 x 9.7; G1; 45°

92-16148

EX; 53.31 x 43 x 9.9; G1; 45°

92-16105

EX; 53.51 x 43 x 10.2; G1; 45°

92-16100

IN; 60.11 x 51 x 8.9; G1; 30°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16147

IN; 60.31 x 51 x 9.1; G1; 30°

92-16101

IN; 60.51 x 51 x 9.3; G1; 30°

92-16163

IN; 61.11 x 51 x 9; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°

M



TRW
EngineComponents



MERCEDES-BENZ

348



125



OM 401 Euro 1

901-504

1992 →

D LA 6 9572 cm³ 2V

130



93 231 600



Cyl. Ø: 125; KH: 87.45; MT: -25.1; MØ: 68.04; GL: 133.85; piston pin: 46x102; number of piston rings: 3

TPL, RTK, Lox

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00194 1 1 ...**

94 656 600



Cyl. Ø: 125; KH: 87.15; MT: -25.1; MØ: 68.04; GL: 133.85; piston pin: 46x102; number of piston rings: 3

RTK, Lox, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00194 1 1 ...**



80 00194 1 1 000

Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]



93 231 960

Piston: 93231600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 656 960

Piston: 94656600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 380 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / **78 693 610** 0,25 / **78 693 620** 0,50 / **78 693 630** 0,75 / **78 693 640** 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / **78 694 614** 0,25 / **78 694 624** 0,50 / **78 694 634** 0,75 / **78 694 644** 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 902 600

PAIR PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/G1; PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/S
78 902 610 0,25 / **78 902 620** 0,50 / **78 902 630** 0,75 / **78 902 640** 1,00, The upper shell is marked with 'SPUTTER'.

77 262 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 367 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 367 694 SEMI / **87 367 600** STD

87 403 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 403 614 0,25 / **87 403 624** 0,50 / **87 403 634** 0,75 / **87 403 644** 1,00



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

1608

EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16104

EX; 53.11 x 43 x 9.7; G1; 45°

92-16148

EX; 53.31 x 43 x 9.9; G1; 45°

92-16105

EX; 53.51 x 43 x 10.2; G1; 45°

92-16100

IN; 60.11 x 51 x 8.9; G1; 30°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16147

IN; 60.31 x 51 x 9.1; G1; 30°

92-16101

IN; 60.51 x 51 x 9.3; G1; 30°

92-16163

IN; 61.11 x 51 x 9; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°



50 005 837

M



349



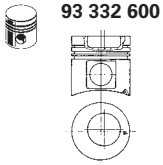
125

OM 401

901/-000

D AN 6 10456 cm³ 2V

142



93 332 600

Cyl. Ø: 125; KH: 81.25; MT: -24.5; MØ: 69; GL: 126.25; piston pin: 46x97; number of piston rings: 3
RTK

T6 3 MO G6
NM 3 MO G3
DSF 6 CR

→ **80 00112 1 0 ...**, **80 00112 1 1 ...**



80 00112 1 0 000

Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]

80 00112 1 1 000

Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6]

80 00112 1 1 050 125,50



93 332 962

Piston: 93332600; Cylinder liner: 89181110

93 332 963

Piston: 93332600; Cylinder liner: 89314110

93 332 965

Piston: 93332600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 181 110

N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.07+1

89 314 110

N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.57+1, with oversized collar height 0,50 mm

89 380 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing



78 692 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 692 605 0,10 / **78 692 610** 0,25 / **78 692 620** 0,50 / **78 692 630** 0,75 / **78 692 640** 1,00

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / **78 693 610** 0,25 / **78 693 620** 0,50 / **78 693 630** 0,75 / **78 693 640** 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / **78 694 614** 0,25 / **78 694 624** 0,50 / **78 694 634** 0,75 / **78 694 644** 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, 02.1976→

87 367 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B

87 367 694 SEMI / **87 367 600** STD

87 403 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 403 614 0,25 / **87 403 624** 0,50 / **87 403 634** 0,75 / **87 403 644** 1,00

87 404 600

SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

87 404 605 0,10 / **87 404 610** 0,25 / **87 404 620** 0,50 / **87 404 630** 0,75 / **87 404 640** 1,00



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

1608

EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



92-16126

EX; 53.11 x 43 x 9.15; G1; 45°

92-16127

EX; 53.11 x 43 x 9.2; G1; 45°

50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16104

EX; 53.11 x 43 x 9.7; G1; 45°

92-16149

EX; 53.31 x 43 x 9.4; G1; 45°

92-16148

EX; 53.31 x 43 x 9.9; G1; 45°

92-16105

EX; 53.51 x 43 x 10.2; G1; 45°

92-16128

EX; 53.51 x 43.2 x 9.6; G1; 45°

92-16100

IN; 60.11 x 51 x 8.9; G1; 30°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16147

IN; 60.31 x 51 x 9.1; G1; 30°

92-16101

IN; 60.51 x 51 x 9.3; G1; 30°

92-16163

IN; 61.11 x 51 x 9; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°

M



TRW
EngineComponents



MERCEDES-BENZ

350

125



OM 401

905 - 906, 909, 914 - 916, 918 - 919, 921 - 923, 925 - 928

D AN 6 9572 cm³ 2V 141 kW 192 PS € 17,2:1 130



92 306 600



Cyl. Ø: 125; KH: 87.25; MT: -23.5; MØ: 65; GL: 137.25; piston pin: 46x97; number of piston rings: 3

RTK

T6 3 MO G6

NM 3 MO G3

DSF 6 CR

→ **80 00112 1 0 ...**, **80 00112 1 1 ...**



80 00112 1 0 000

Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]

80 00112 1 1 000

Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6]

80 00112 1 1 050 125,50



92 306 963

Piston: 92306600; Cylinder liner: 89181110

92 306 964

Piston: 92306600; Cylinder liner: 89314110

92 306 965

Piston: 92306600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 181 110

N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.07+1

89 314 110

N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.57+1, with oversized collar height 0,50 mm

89 380 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing



78 692 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 692 600

78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 600

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 604

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 600

78 709 610 0,25, For compressor with piston Ø 90 mm.

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, 02.1976→

87 367 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B

87 367 690

87 367 694 SEMI / 87 367 600 STD

87 403 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 403 604

87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00

87 404 600

SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

87 404 600

87 404 605 0,10 / 87 404 610 0,25 / 87 404 620 0,50 / 87 404 630 0,75 / 87 404 640 1,00



50 009 133

Length: 256; counterbore: 95; piston pin: 46; conrod parallel

50 009 130

Length: 256; counterbore: 95; piston pin: 46; keystone conrod



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

1608

EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16104

EX; 53.11 x 43 x 9.7; G1; 45°

92-16148

EX; 53.31 x 43 x 9.9; G1; 45°

92-16105

EX; 53.51 x 43 x 10.2; G1; 45°

92-16100

IN; 60.11 x 51 x 8.9; G1; 30°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16147

IN; 60.31 x 51 x 9.1; G1; 30°

92-16101

IN; 60.51 x 51 x 9.3; G1; 30°

92-16163

IN; 61.11 x 51 x 9; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°



50 005 207

→mot. 129660

50 005 210

mot. 129961→

M



TRW
EngineComponents



MERCEDES-BENZ

351

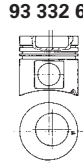
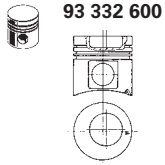
125



OM 401

924

D AN 6 10456 cm³ 2V 144 kW 196 PS £ 17,5:1 H 142



93 332 600 Cyl. Ø: 125; KH: 81.25; MT: -24.5; MØ: 69; GL: 126.25; piston pin: 46x97; number of piston rings: 3
RTK
T6 3 MO G6
NM 3 MO G3
DSF 6 CR
→ **80 00112 1 0 ...**, **80 00112 1 1 ...**



80 00112 1 0 000 Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]
80 00112 1 1 000 Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6]
80 00112 1 1 050 125,50



93 332 962 Piston: 93332600; Cylinder liner: 89181110
93 332 963 Piston: 93332600; Cylinder liner: 89314110
93 332 965 Piston: 93332600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 181 110 N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.07+1
89 314 110 N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.57+1, with oversized collar height 0,50 mm
89 380 110 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing



78 692 600 PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00
78 693 600 PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604 PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600 PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.
87 281 690 SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B
87 349 690 SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, 02.1976→
87 367 690 SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 367 694 SEMI / 87 367 600 STD
87 403 604 SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00
87 404 600 SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
87 404 605 0,10 / 87 404 610 0,25 / 87 404 620 0,50 / 87 404 630 0,75 / 87 404 640 1,00



50 009 133 Length: 256; counterbore: 95; piston pin: 46; conrod parallel
50 009 130 Length: 256; counterbore: 95; piston pin: 46; keystone conrod



16116 EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16150 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
1608 EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16117 IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
16146 IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
1606 IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100 IN/EX; 18.028/ x 12 x 67 G2
81-16101 IN/EX; 18.235/ x 12 x 67 G2
81-16102 IN/EX; 18.435/ x 12 x 67 G2



50 004 893 EX; 53.11 x 43 x 9.2; ST; 45°
92-16104 EX; 53.11 x 43 x 9.7; G1; 45°
92-16148 EX; 53.31 x 43 x 9.9; G1; 45°
92-16105 EX; 53.51 x 43 x 10.2; G1; 45°
92-16100 IN; 60.11 x 51 x 8.9; G1; 30°
50 004 892 IN; 60.11 x 51 x 8.9; ST; 30°
92-16147 IN; 60.31 x 51 x 9.1; G1; 30°
92-16101 IN; 60.51 x 51 x 9.3; G1; 30°
92-16163 IN; 61.11 x 51 x 9; G1; 30°
50 004 890 IN; 61.11 x 51 x 9; ST; 30°



50 005 207 →mot. 129660
50 005 210 mot. 129961→



TRW
EngineComponents



MERCEDES-BENZ

352



125



OM 401 Euro 1

972 - 975, 977 - 981, 984 - 987, 989 - 991, 993 - 994

D LA 6 9572 cm³ 2V 180-230 kW 245-313 PS €16,75:1 130



93 231 600



Cyl. Ø: 125; KH: 87.45; MT: -25.1; MØ: 68.04; GL: 133.85; piston pin: 46x102; number of piston rings: 3

TPL, RTK, Lox

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00194 1 1 ...**

94 656 600



Cyl. Ø: 125; KH: 87.15; MT: -25.1; MØ: 68.04; GL: 133.85; piston pin: 46x102; number of piston rings: 3

RTK, Lox, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00194 1 1 ...**



80 00194 1 1 000

Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]



93 231 960

Piston: 93231600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 656 960

Piston: 94656600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 380 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / **78 693 610** 0,25 / **78 693 620** 0,50 / **78 693 630** 0,75 / **78 693 640** 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / **78 694 614** 0,25 / **78 694 624** 0,50 / **78 694 634** 0,75 / **78 694 644** 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

78 902 600

PAIR PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/G1; PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/S

78 902 610 0,25 / **78 902 620** 0,50 / **78 902 630** 0,75 / **78 902 640** 1,00, The upper shell is marked with 'SPUTTER'.

77 262 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 367 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B

87 367 694

87 367 694 SEMI / **87 367 600** STD

87 403 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 403 614 0,25 / **87 403 624** 0,50 / **87 403 634** 0,75 / **87 403 644** 1,00



50 009 132

Length: 256; counterbore: 95; piston pin: 46; keystone conrod



16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III



1608

EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



92-16126

EX; 53.11 x 43 x 9.15; G1; 45°

92-16127

EX; 53.11 x 43 x 9.2; G1; 45°

50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16149

EX; 53.31 x 43 x 9.4; G1; 45°

92-16128

EX; 53.51 x 43.2 x 9.6; G1; 45°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16163

IN; 61.11 x 51 x 9; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°



50 005 210

mot. 129961→

50 005 615



50 005 837

M



353

125



OM 401 Euro 1

976

06.1992→

D LA 6 9572 cm³ 2V 180 kW 245 PS € 16,75:1 130

93 231 600



Cyl. Ø: 125; KH: 87.45; MT: -25.1; MØ: 68.04; GL: 133.85; piston pin: 46x102; number of piston rings: 3
TPL, RTK, Lox

T6 3 MO G6
M 3 CR G3
DSF 4 CR

→ **80 00194 1 1 ...**

94 656 600



Cyl. Ø: 125; KH: 87.15; MT: -25.1; MØ: 68.04; GL: 133.85; piston pin: 46x102; number of piston rings: 3
RTK, Lox, TPL

T6 3 MO G6
M 3 CR G3
DSF 4 CR

→ **80 00194 1 1 ...**



80 00194 1 1 000

Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]



93 231 960

Piston: 93231600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 656 960

Piston: 94656600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 380 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 902 600

PAIR PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/G1; PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/S
78 902 610 0,25 / 78 902 620 0,50 / 78 902 630 0,75 / 78 902 640 1,00, The upper shell is marked with 'SPUTTER'.

77 262 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 367 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B

87 403 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00



16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

1608

EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°

354

125



OM 402

900-001, 900-003, 900-004

04.1972→12.1989

D AN 8 12760 cm³ 2V 147-188 kW 188-256 PS € 16,75:1 130

OM 402

900-400, 900/-000

D A 8 12760 cm³ 2V 180 kW 245 PS 130



92 306 600



Cyl. Ø: 125; KH: 87.25; MT: -23.5; MØ: 65; GL: 137.25; piston pin: 46x97; number of piston rings: 3
RTK

T6 3 MO G6
NM 3 MO G3
DSF 6 CR

→ **80 00112 1 0 ..., 80 00112 1 1 ...**



80 00112 1 0 000

Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]

80 00112 1 1 000

Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6]

80 00112 1 1 050 125,50



92 306 963

Piston: 92306600; Cylinder liner: 89181110

92 306 964












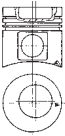




Piston: 92306600; Cylinder liner: 89314110

92 306 965

Piston: 92306600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

cont...



	89 181 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.07+1
	89 314 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.57+1, with oversized collar height 0,50 mm
	89 380 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing
	78 692 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 070547→
	87 361 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 070546
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	87 402 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 87 402 605 0,10 / 87 402 610 0,25 / 87 402 620 0,50 / 87 402 630 0,75 / 87 402 640 1,00
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III
		 LK-1610
		 81-16100 IN/EX; 18.028/ x 12 x 67 G2
		81-16101 IN/EX; 18.235/ x 12 x 67 G2
		81-16102 IN/EX; 18.435/ x 12 x 67 G2
		 50 004 893 EX; 53.11 x 43 x 9.2; ST; 45°
		92-16104 EX; 53.11 x 43 x 9.7; G1; 45°
		92-16148 EX; 53.31 x 43 x 9.9; G1; 45°
		92-16105 EX; 53.51 x 43 x 10.2; G1; 45°
		92-16100 IN; 60.11 x 51 x 8.9; G1; 30°
		50 004 892 IN; 60.11 x 51 x 8.9; ST; 30°
		92-16147 IN; 60.31 x 51 x 9.1; G1; 30°
		92-16101 IN; 60.51 x 51 x 9.3; G1; 30°
		92-16163 IN; 61.11 x 51 x 9; G1; 30°
		50 004 890 IN; 61.11 x 51 x 9; ST; 30°
	50 005 837	
355	 125	
	OM 402	901/-000
		D AN 8 13941 cm ³ 2V  142
	93 332 600	Cyl. Ø: 125; KH: 81.25; MT: -24.5; MØ: 69; GL: 126.25; piston pin: 46x97; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 6 CR → 80 00112 1 0 ... , 80 00112 1 1 ...
		
	80 00112 1 0 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]
	80 00112 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6] 80 00112 1 1 050 125,50
	93 332 962	Piston: 93332600; Cylinder liner: 89181110
	93 332 963	Piston: 93332600; Cylinder liner: 89314110
	93 332 965	Piston: 93332600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 181 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.07+1
	89 314 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.57+1, with oversized collar height 0,50 mm
	89 380 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing
	78 692 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

cont...



TRW
EngineComponents



MERCEDES-BENZ

78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 070547→
87 361 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 070546
87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
87 402 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 87 402 605 0,10 / 87 402 610 0,25 / 87 402 620 0,50 / 87 402 630 0,75 / 87 402 640 1,00



16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100	IN/EX; 18.028/ x 12 x 67 G2
81-16101	IN/EX; 18.235/ x 12 x 67 G2
81-16102	IN/EX; 18.435/ x 12 x 67 G2



92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
92-16163	IN; 61.11 x 51 x 9; G1; 30°
50 004 890	IN; 61.11 x 51 x 9; ST; 30°

M



50 005 837

356



125



OM 402 Euro 1

901/-504

D LA 8 12760 cm³ 2V

130



93 231 600	Cyl. Ø: 125; KH: 87.45; MT: -25.1; MØ: 68.04; GL: 133.85; piston pin: 46x102; number of piston rings: 3 TPL, RTK, Lox T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00194 1 1 ...
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94 656 600	Cyl. Ø: 125; KH: 87.15; MT: -25.1; MØ: 68.04; GL: 133.85; piston pin: 46x102; number of piston rings: 3 RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00194 1 1 ...
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80 00194 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
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93 231 960	Piston: 93231600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
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94 656 960	Piston: 94656600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
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89 380 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing
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78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.






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TRW
EngineComponents





MERCEDES-BENZ


78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
 16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III
	 LK-1610
	 81-16100 IN/EX; 18.028/ x 12 x 67 G2
	 81-16101 IN/EX; 18.235/ x 12 x 67 G2
	81-16102 IN/EX; 18.435/ x 12 x 67 G2
	 92-16126 EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127 EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893 EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149 EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128 EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892 IN; 60.11 x 51 x 8.9; ST; 30°
	50 004 890 IN; 61.11 x 51 x 9; ST; 30°


 **50 005 834**


357  **125**
OM 402 **905 - 906, 910 - 914, 916 - 917, 919, 921, 923 - 928**
D AN 8 12760 cm³ 2V 177-188 kW 240-256 PS £17,2:1  130


 92 306 600	Cyl. Ø: 125; KH: 87.25; MT: -23.5; MØ: 65; GL: 137.25; piston pin: 46x97; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 6 CR → 80 00112 1 0 ... , 80 00112 1 1 ...
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 80 00112 1 0 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]
80 00112 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6] 80 00112 1 1 050 125,50

 92 306 963	Piston: 92306600; Cylinder liner: 89181110
92 306 964	Piston: 92306600; Cylinder liner: 89314110
92 306 965	Piston: 92306600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

 89 181 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.07+1
89 314 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.57+1, with oversized collar height 0,50 mm
89 380 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing

 78 692 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00
78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 070547→
87 361 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 070546
87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
87 402 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 87 402 605 0,10 / 87 402 610 0,25 / 87 402 620 0,50 / 87 402 630 0,75 / 87 402 640 1,00

 50 009 133	Length: 256; counterbore: 95; piston pin: 46; conrod parallel
50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod

cont...











TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		LK-1610
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		81-16100
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		81-1647
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-1648
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		81-16101
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III		81-1649
				81-16102
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°		
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°		
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°		
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°		
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°		
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°		
	92-16163	IN; 61.11 x 51 x 9; G1; 30°		
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		
	50 005 207	→mot. 129660		50 005 837
	50 005 210	mot. 129961→		













358

 **125**

OM 402 Euro 1

971 - 973, 975, 977 - 978, 982 - 983, 985 - 987, 989 - 990, 996

D LA 8 12760 cm³ 2V 280 kW 381 PS £16,75:1 130

	93 231 600	Cyl. Ø: 125; KH: 87.45; MT: -25.1; MØ: 68.04; GL: 133.85; piston pin: 46x102; number of piston rings: 3 TPL, RTK, Lox T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00194 1 1 ...
		
		
	94 656 600	Cyl. Ø: 125; KH: 87.15; MT: -25.1; MØ: 68.04; GL: 133.85; piston pin: 46x102; number of piston rings: 3 RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00194 1 1 ...
		
		
	80 00194 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	93 231 960	Piston: 93231600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 656 960	Piston: 94656600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 380 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod







cont...








TRW
EngineComponents














MERCEDES-BENZ

	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16100
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		81-16101
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		81-16102
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
	92-16163	IN; 61.11 x 51 x 9; G1; 30°		
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		
	50 005 210	mot. 129961→		50 005 834
	50 005 615			

359		125										
	OM 402 Euro 1		974									
				D	LA	8	12760 cm³	2V	280-295 kW	381-401 PS	ε 16,75:1	130

	93 231 600	Cyl. Ø: 125; KH: 87.45; MT: -25.1; MØ: 68.04; GL: 133.85; piston pin: 46x102; number of piston rings: 3 TPL, RTK, Lox
		T6 3 MO G6
		M 3 CR G3
		DSF 4 CR
		→ 80 00194 1 1 ...
	94 656 600	Cyl. Ø: 125; KH: 87.15; MT: -25.1; MØ: 68.04; GL: 133.85; piston pin: 46x102; number of piston rings: 3 RTK, Lox, TPL
		T6 3 MO G6
		M 3 CR G3
		DSF 4 CR
		→ 80 00194 1 1 ...

	80 00194 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	93 231 960	Piston: 93231600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 656 960	Piston: 94656600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 380 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod

	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16100
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		81-16101
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		81-16102
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
	92-16163	IN; 61.11 x 51 x 9; G1; 30°		
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		
	50 005 210	mot. 129961→		50 005 834
	50 005 615			

M



360

125



OM 402 Euro 1

976

D LA 8 12760 cm³ 2V

£ 16,75:1 H 130

93 231 600



Cyl. Ø: 125; KH: 87.45; MT: -25.1; MØ: 68.04; GL: 133.85; piston pin: 46x102; number of piston rings: 3
TPL, RTK, Lox
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00194 1 1 ...**

94 656 600



Cyl. Ø: 125; KH: 87.15; MT: -25.1; MØ: 68.04; GL: 133.85; piston pin: 46x102; number of piston rings: 3
RTK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00194 1 1 ...**

80 00194 1 1 000

Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]



93 231 960

Piston: 93231600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 656 960

Piston: 94656600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 380 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing

361

125



OM 402 Euro 1

980 - 981, 988

10.1990 →

D LA 8 12760 cm³ 2V

280 kW

381 PS

£ 16,75:1 H 130

93 231 600



Cyl. Ø: 125; KH: 87.45; MT: -25.1; MØ: 68.04; GL: 133.85; piston pin: 46x102; number of piston rings: 3
TPL, RTK, Lox
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00194 1 1 ...**

94 656 600



Cyl. Ø: 125; KH: 87.15; MT: -25.1; MØ: 68.04; GL: 133.85; piston pin: 46x102; number of piston rings: 3
RTK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00194 1 1 ...**

80 00194 1 1 000

Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]



93 231 960

Piston: 93231600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 656 960

Piston: 94656600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 380 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.

77 263 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 348 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 385 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 385 694 SEMI / 87 385 600 STD

87 401 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00




cont...






TRW
EngineComponents






MERCEDES-BENZ


	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		50 004 893 EX; 53.11 x 43 x 9.2; ST; 45°
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		50 004 892 IN; 60.11 x 51 x 8.9; ST; 30°
				50 004 890 IN; 61.11 x 51 x 9; ST; 30°


362		125										
		OM 402 Euro 1	984	D	LA	8	12760 cm³	2V	280 kW	381 PS	€16,75:1	130


	93 231 600	Cyl. Ø: 125; KH: 87.45; MT: -25.1; MØ: 68.04; GL: 133.85; piston pin: 46x102; number of piston rings: 3 TPL, RTK, Lox
		T6 3 MO G6
		M 3 CR G3
		DSF 4 CR
		→ 80 00194 1 1 ...


	94 656 600	Cyl. Ø: 125; KH: 87.15; MT: -25.1; MØ: 68.04; GL: 133.85; piston pin: 46x102; number of piston rings: 3 RTK, Lox, TPL
		T6 3 MO G6
		M 3 CR G3
		DSF 4 CR
		→ 80 00194 1 1 ...





	80 00194 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
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	93 231 960	Piston: 93231600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 656 960	Piston: 94656600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

	89 380 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing
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	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00

	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
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	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16100 IN/EX; 18.028/ x 12 x 67 G2
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		81-16101 IN/EX; 18.235/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		81-16102 IN/EX; 18.435/ x 12 x 67 G2
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
	92-16163	IN; 61.11 x 51 x 9; G1; 30°		
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		

	50 005 632			50 005 834
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M



363

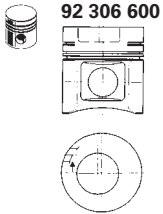
125



OM 403

900-001, 900-002, 900/-000

01.1973 → 12.1989 D AN 10 15960 cm³ 2V 184 kW 250 PS £ 17,2:1 H 130



92 306 600

Cyl. Ø: 125; KH: 87.25; MT: -23.5; MØ: 65; GL: 137.25; piston pin: 46x97; number of piston rings: 3
RTK

T6 3 MO G6

NM 3 MO G3

DSF 6 CR

→ **80 00112 1 0 ...**, **80 00112 1 1 ...**



80 00112 1 0 000

Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]

80 00112 1 1 000

Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6]

80 00112 1 1 050 125,50



92 306 963

Piston: 92306600; Cylinder liner: 89181110

92 306 964

Piston: 92306600; Cylinder liner: 89314110

92 306 965

Piston: 92306600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 181 110

N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.07+1

89 314 110

N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.57+1, with oversized collar height 0,50 mm

89 380 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing



78 692 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

87 347 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 070547→

87 360 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 070546

87 384 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B

87 384 694 SEMI / 87 384 600 STD

87 399 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00

87 400 600

SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

87 400 605 0,10 / 87 400 610 0,25 / 87 400 620 0,50 / 87 400 630 0,75 / 87 400 640 1,00



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

1608

EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16104

EX; 53.11 x 43 x 9.7; G1; 45°

92-16148

EX; 53.31 x 43 x 9.9; G1; 45°

92-16105

EX; 53.51 x 43 x 10.2; G1; 45°

92-16100

IN; 60.11 x 51 x 8.9; G1; 30°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16147

IN; 60.31 x 51 x 9.1; G1; 30°

92-16101

IN; 60.51 x 51 x 9.3; G1; 30°

92-16163

IN; 61.11 x 51 x 9; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°



TRW
EngineComponents



MERCEDES-BENZ

364

125



OM 403

905 - 906

D AN 10 15960 cm³ 2V 184-236 kW 250-320 PS ξ 17,2:1 η 130



92 306 600



Cyl. Ø: 125; KH: 87.25; MT: -23.5; MØ: 65; GL: 137.25; piston pin: 46x97; number of piston rings: 3

RTK

T6 3 MO G6

NM 3 MO G3

DSF 6 CR

→ **80 00112 1 0 ...**, **80 00112 1 1 ...**



80 00112 1 0 000

Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]

80 00112 1 1 000

Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6]

80 00112 1 1 050 125,50



92 306 963

Piston: 92306600; Cylinder liner: 89181110

92 306 964

Piston: 92306600; Cylinder liner: 89314110

92 306 965

Piston: 92306600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 181 110

N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.07+1

89 314 110

N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.57+1, with oversized collar height 0,50 mm

89 380 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing



78 692 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 693 600

78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

87 347 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 070547→

87 360 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 070546

87 384 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B

87 384 694 SEMI / 87 384 600 STD

87 399 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00

87 400 600

SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

87 400 605 0,10 / 87 400 610 0,25 / 87 400 620 0,50 / 87 400 630 0,75 / 87 400 640 1,00



50 009 133

Length: 256; counterbore: 95; piston pin: 46; conrod parallel

50 009 130

Length: 256; counterbore: 95; piston pin: 46; keystone conrod



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

1608

EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-1647

IN/EX; 18.03/ x 12 x 67 G1

81-1648

IN/EX; 18.23/ x 12 x 67 G1

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-1649

IN/EX; 18.43/ x 12 x 67 G1

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16104

EX; 53.11 x 43 x 9.7; G1; 45°

92-16148

EX; 53.31 x 43 x 9.9; G1; 45°

92-16105

EX; 53.51 x 43 x 10.2; G1; 45°

92-16100

IN; 60.11 x 51 x 8.9; G1; 30°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16147

IN; 60.31 x 51 x 9.1; G1; 30°

92-16101

IN; 60.51 x 51 x 9.3; G1; 30°

92-16163

IN; 61.11 x 51 x 9; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°

M



365

125

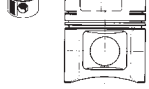


OM 403

910-001, 910-002, 910-003, 910-004, 910-005, 910-006

D AN 10 15960 cm³ 2V 184-236 kW 250-320 PS ξ 17,2:1 \bar{H} 130

92 306 600



Cyl. \varnothing : 125; KH: 87.25; MT: -23.5; M \varnothing : 65; GL: 137.25; piston pin: 46x97; number of piston rings: 3
RTK

T6 3 MO G6

NM 3 MO G3

DSF 6 CR

→ 80 00112 1 0 ..., 80 00112 1 1 ...



80 00112 1 0 000

Cyl. \varnothing : 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]

80 00112 1 1 000

Cyl. \varnothing : 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6]

80 00112 1 1 050 125,50



92 306 963

Piston: 92306600; Cylinder liner: 89181110

92 306 964

Piston: 92306600; Cylinder liner: 89314110

92 306 965

Piston: 92306600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 181 110

N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.07+1

89 314 110

N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.57+1, with oversized collar height 0,50 mm

89 380 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2



81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16104

EX; 53.11 x 43 x 9.7; G1; 45°

92-16148

EX; 53.31 x 43 x 9.9; G1; 45°

92-16105

EX; 53.51 x 43 x 10.2; G1; 45°

92-16100

IN; 60.11 x 51 x 8.9; G1; 30°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16147

IN; 60.31 x 51 x 9.1; G1; 30°

92-16101

IN; 60.51 x 51 x 9.3; G1; 30°

92-16163

IN; 61.11 x 51 x 9; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°



50 005 834

mot. 121800→

50 005 837

→mot. 121799

366

125



OM 403

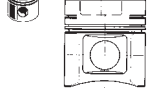
910/-000

04.1972→1985

D AN 10 15960 cm³ 2V

\bar{H} 130

92 306 600



Cyl. \varnothing : 125; KH: 87.25; MT: -23.5; M \varnothing : 65; GL: 137.25; piston pin: 46x97; number of piston rings: 3
RTK

T6 3 MO G6

NM 3 MO G3

DSF 6 CR

→ 80 00112 1 0 ..., 80 00112 1 1 ...



80 00112 1 0 000

Cyl. \varnothing : 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]

80 00112 1 1 000

Cyl. \varnothing : 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6]

80 00112 1 1 050 125,50



92 306 963

Piston: 92306600; Cylinder liner: 89181110

92 306 964

Piston: 92306600; Cylinder liner: 89314110

92 306 965

Piston: 92306600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 181 110

N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.07+1

89 314 110

N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.57+1, with oversized collar height 0,50 mm

89 380 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing

cont...



	78 692 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 070547→
	87 360 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 070546
	87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
	87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
	87 400 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 87 400 605 0,10 / 87 400 610 0,25 / 87 400 620 0,50 / 87 400 630 0,75 / 87 400 640 1,00
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III
		LK-1610
		81-16100 IN/EX; 18.028/ x 12 x 67 G2
		81-16101 IN/EX; 18.235/ x 12 x 67 G2
		81-16102 IN/EX; 18.435/ x 12 x 67 G2
		50 004 893 EX; 53.11 x 43 x 9.2; ST; 45°
		92-16104 EX; 53.11 x 43 x 9.7; G1; 45°
		92-16148 EX; 53.31 x 43 x 9.9; G1; 45°
		92-16105 EX; 53.51 x 43 x 10.2; G1; 45°
		92-16100 IN; 60.11 x 51 x 8.9; G1; 30°
		50 004 892 IN; 60.11 x 51 x 8.9; ST; 30°
		92-16147 IN; 60.31 x 51 x 9.1; G1; 30°
		92-16101 IN; 60.51 x 51 x 9.3; G1; 30°
		92-16163 IN; 61.11 x 51 x 9; G1; 30°
		50 004 890 IN; 61.11 x 51 x 9; ST; 30°

	50 005 834	mot. 121800→
	50 005 837	→mot. 121799

367 **125**
OM 403 **911/-000** D AN 10 15960 cm³ 2V 130

	93 332 600	Cyl. Ø: 125; KH: 81.25; MT: -24.5; MØ: 69; GL: 126.25; piston pin: 46x97; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 6 CR → 80 00112 1 0 ... , 80 00112 1 1 ...
	80 00112 1 0 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]
	80 00112 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6] 80 00112 1 1 050 125,50
	93 332 962	Piston: 93332600; Cylinder liner: 89181110
	93 332 963	Piston: 93332600; Cylinder liner: 89314110
	93 332 965	Piston: 93332600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 181 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.07+1
	89 314 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.57+1, with oversized collar height 0,50 mm
	89 380 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing

	78 692 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 070547→
	87 360 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 070546

cont...



TRW
EngineComponents



MERCEDES-BENZ

- 87 384 690** SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 384 694 SEMI / 87 384 600 STD
- 87 399 604** SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
- 87 400 600** SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
87 400 605 0,10 / 87 400 610 0,25 / 87 400 620 0,50 / 87 400 630 0,75 / 87 400 640 1,00



- 16116** EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
- 16150** EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
- 1608** EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
- 16117** IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
- 16146** IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
- 1606** IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



- LK-1610**
- 81-16100** IN/EX; 18.028/ x 12 x 67 G2
 - 81-16101** IN/EX; 18.235/ x 12 x 67 G2
 - 81-16102** IN/EX; 18.435/ x 12 x 67 G2
 - 50 004 893** EX; 53.11 x 43 x 9.2; ST; 45°
 - 92-16104** EX; 53.11 x 43 x 9.7; G1; 45°
 - 92-16148** EX; 53.31 x 43 x 9.9; G1; 45°
 - 92-16105** EX; 53.51 x 43 x 10.2; G1; 45°
 - 92-16100** IN; 60.11 x 51 x 8.9; G1; 30°
 - 50 004 892** IN; 60.11 x 51 x 8.9; ST; 30°
 - 92-16147** IN; 60.31 x 51 x 9.1; G1; 30°
 - 92-16101** IN; 60.51 x 51 x 9.3; G1; 30°
 - 92-16163** IN; 61.11 x 51 x 9; G1; 30°
 - 50 004 890** IN; 61.11 x 51 x 9; ST; 30°



- 50 005 834** mot. 121800→
- 50 005 837** →mot. 121799

368

125



OM 403

915 - 917, 919, 930 - 932, 934

D AN 10 15960 cm³ 2V 236 kW 320 PS € 17,2:1 130



- 92 306 600** Cyl. Ø: 125; KH: 87.25; MT: -23.5; MØ: 65; GL: 137.25; piston pin: 46x97; number of piston rings: 3
RTK
- T6 3 MO G6
- NM 3 MO G3
- DSF 6 CR
- **80 00112 1 0 ...**, **80 00112 1 1 ...**



- 80 00112 1 0 000** Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]
- 80 00112 1 1 000** Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6]
- 80 00112 1 1 050** 125,50



- 92 306 963** Piston: 92306600; Cylinder liner: 89181110
- 92 306 964** Piston: 92306600; Cylinder liner: 89314110
- 92 306 965** Piston: 92306600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



- 89 181 110** N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.07+1
- 89 314 110** N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.57+1, with oversized collar height 0,50 mm
- 89 380 110** N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing



- 78 692 600** PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00
- 78 693 600** PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
- 78 694 604** PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
- 78 709 600** PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.
- 87 347 690** SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 070547→
- 87 360 690** SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 070546
- 87 384 690** SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 384 694 SEMI / 87 384 600 STD
- 87 399 604** SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
- 87 400 600** SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
87 400 605 0,10 / 87 400 610 0,25 / 87 400 620 0,50 / 87 400 630 0,75 / 87 400 640 1,00



- 50 009 133** Length: 256; counterbore: 95; piston pin: 46; conrod parallel
- 50 009 130** Length: 256; counterbore: 95; piston pin: 46; keystone conrod







cont...






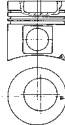
TRW
EngineComponents





MERCEDES-BENZ


	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		LK-1610
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		81-16100 IN/EX; 18.028/ x 12 x 67 G2
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		81-1647 IN/EX; 18.03/ x 12 x 67 G1
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-1648 IN/EX; 18.23/ x 12 x 67 G1
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		81-16101 IN/EX; 18.235/ x 12 x 67 G2
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III		81-1649 IN/EX; 18.43/ x 12 x 67 G1
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		81-16102 IN/EX; 18.435/ x 12 x 67 G2
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°		
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°		
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°		
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°		
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°		
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°		
	92-16163	IN; 61.11 x 51 x 9; G1; 30°		
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		
	50 005 207	→mot. 129660		50 005 834 mot. 121800→
	50 005 210	mot. 129961→		50 005 837 →mot. 121799
	50 005 615			


369		125
	OM 403	933, 935
	D	AN 10 15960 cm ³ 2V 261 kW 355 PS €17,2:1 130


	93 332 600	Cyl. Ø: 125; KH: 81.25; MT: -24.5; MØ: 69; GL: 126.25; piston pin: 46x97; number of piston rings: 3
		RTK T6 3 MO G6 NM 3 MO G3 DSF 6 CR → 80 00112 1 0 ... , 80 00112 1 1 ...




	80 00112 1 0 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]
	80 00112 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6]
	80 00112 1 1 050	125,50

	93 332 962	Piston: 93332600; Cylinder liner: 89181110
	93 332 963	Piston: 93332600; Cylinder liner: 89314110
	93 332 965	Piston: 93332600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

	89 181 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.07+1
	89 314 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.57+1, with oversized collar height 0,50 mm
	89 380 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing

	78 692 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 070547→
	87 360 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 070546
	87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
	87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
	87 400 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 87 400 605 0,10 / 87 400 610 0,25 / 87 400 620 0,50 / 87 400 630 0,75 / 87 400 640 1,00

	50 009 133	Length: 256; counterbore: 95; piston pin: 46; conrod parallel
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod

	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		LK-1610
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		81-16100 IN/EX; 18.028/ x 12 x 67 G2
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		81-1647 IN/EX; 18.03/ x 12 x 67 G1




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TRW
EngineComponents





MERCEDES-BENZ


16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-1648	IN/EX; 18.23/ x 12 x 67 G1
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-16101	IN/EX; 18.235/ x 12 x 67 G2
1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III	81-1649	IN/EX; 18.43/ x 12 x 67 G1
 50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°	81-16102	IN/EX; 18.435/ x 12 x 67 G2
92-16104	EX; 53.11 x 43 x 9.7; G1; 45°		
92-16148	EX; 53.31 x 43 x 9.9; G1; 45°		
92-16105	EX; 53.51 x 43 x 10.2; G1; 45°		
92-16100	IN; 60.11 x 51 x 8.9; G1; 30°		
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
92-16147	IN; 60.31 x 51 x 9.1; G1; 30°		
92-16101	IN; 60.51 x 51 x 9.3; G1; 30°		
92-16163	IN; 61.11 x 51 x 9; G1; 30°		
50 004 890	IN; 61.11 x 51 x 9; ST; 30°		
 50 005 207	→mot. 129660	 50 005 834	mot. 121800→
50 005 210	mot. 129961→	50 005 837	→mot. 121799
50 005 615			


370  **125**
OM 404 **900/-000**
01.1973→12.1989 D AN 12 19140 cm³ 2V  130





 92 306 600	Cyl. Ø: 125; KH: 87.25; MT: -23.5; MØ: 65; GL: 137.25; piston pin: 46x97; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 6 CR → 80 00112 1 0 ..., 80 00112 1 1 ...
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 80 00112 1 0 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]
80 00112 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6] 80 00112 1 1 050 125,50

 92 306 963	Piston: 92306600; Cylinder liner: 89181110
92 306 964	Piston: 92306600; Cylinder liner: 89314110
92 306 965	Piston: 92306600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

 89 181 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.07+1
89 314 110	N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.57+1, with oversized collar height 0,50 mm
89 380 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing

 78 692 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00
78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 000514→
87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD
87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00

 16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III	 LK-1610	
16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	 81-16100	IN/EX; 18.028/ x 12 x 67 G2
1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III	81-16101	IN/EX; 18.235/ x 12 x 67 G2
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-16102	IN/EX; 18.435/ x 12 x 67 G2
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	 50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
		92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
		92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
		92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
		50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°

cont...



TRW
EngineComponents



MERCEDES-BENZ

92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
92-16163	IN; 61.11 x 51 x 9; G1; 30°
50 004 890	IN; 61.11 x 51 x 9; ST; 30°

371

125



OM 404

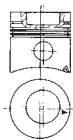
901-400

01.1973 → 12.1989 D A 12 20911 cm³ 2V

142



93 515 700



Cyl. Ø: 125; KH: 81.25; MT: -26.5; MØ: 67; GL: 126.25; piston pin: 46x105; number of piston rings: 4

RTK, FBo

T6 3 MO G6

M 3 CR G3

NM 3 MO G3

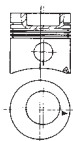
DSF 4 CR

→ **80 00193 1 1 ...**

93 515 for right cylinder line (cylinder 1 - 6)

93 516 for left cylinder line (cylinder 7 - 12)

93 516 700



Cyl. Ø: 125; KH: 81.25; MT: -26.5; MØ: 67; GL: 126.25; piston pin: 46x105; number of piston rings: 4

RTK, FBo

T6 3 MO G6

M 3 CR G3

NM 3 MO G3

DSF 4 CR

→ **80 00193 1 1 ...**

93 515 for right cylinder line (cylinder 1 - 6)

93 516 for left cylinder line (cylinder 7 - 12)



80 00193 1 1 000

Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [M 3] [N 3] [DSF CR 4]



93 515 972

Piston: 93515700; Cylinder liner: 89181110

93 516 972

Piston: 93516700; Cylinder liner: 89181110



89 181 110

N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.07+1



78 692 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

87 346 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 000514→

87 366 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B

87 366 694 SEMI / 87 366 600 STD

87 397 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

1608

EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16104

EX; 53.11 x 43 x 9.7; G1; 45°

92-16148

EX; 53.31 x 43 x 9.9; G1; 45°

92-16105

EX; 53.51 x 43 x 10.2; G1; 45°

92-16100

IN; 60.11 x 51 x 8.9; G1; 30°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16147

IN; 60.31 x 51 x 9.1; G1; 30°

92-16101

IN; 60.51 x 51 x 9.3; G1; 30°

92-16163

IN; 61.11 x 51 x 9; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°

M



372

125

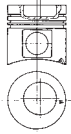


OM 404

901/-000, 918

01.1973→12.1989 D AN 12 20911 cm³ 2V 236 kW 320 PS 142

93 332 600



Cyl. Ø: 125; KH: 81.25; MT: -24.5; MØ: 69; GL: 126.25; piston pin: 46x97; number of piston rings: 3
RTK
T6 3 MO G6
NM 3 MO G3
DSF 6 CR
→ **80 00112 1 0 ...**, **80 00112 1 1 ...**
1977→1982



80 00112 1 0 000

Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]

80 00112 1 1 000

Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6]

80 00112 1 1 050 125,50



93 332 962

Piston: 93332600; Cylinder liner: 89181110, 1977→1982

93 332 963

Piston: 93332600; Cylinder liner: 89314110, 1977→1982

93 332 965

Piston: 93332600; Cylinder liner: 89380110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., 1977→1982



89 181 110

N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.07+1

89 314 110

N - Wet cylinder liner; finished; A=140 C=152 L=253 H+F=10.57+1, with oversized collar height 0,50 mm

89 380 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, with outside oversize 4,50 mm, with collar height 9,92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., only for standard-housing



78 692 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 692 605 0,10 / **78 692 610** 0,25 / **78 692 620** 0,50 / **78 692 630** 0,75 / **78 692 640** 1,00

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / **78 693 610** 0,25 / **78 693 620** 0,50 / **78 693 630** 0,75 / **78 693 640** 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / **78 694 614** 0,25 / **78 694 624** 0,50 / **78 694 634** 0,75 / **78 694 644** 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

87 346 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 000514→

87 366 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 366 694 SEMI / **87 366 600** STD

87 397 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 397 605 0,10 / **87 397 614** 0,25 / **87 397 624** 0,50 / **87 397 634** 0,75 / **87 397 644** 1,00



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

1608

EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2



81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16104

EX; 53.11 x 43 x 9.7; G1; 45°

92-16148

EX; 53.31 x 43 x 9.9; G1; 45°

92-16105

EX; 53.51 x 43 x 10.2; G1; 45°

92-16100

IN; 60.11 x 51 x 8.9; G1; 30°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16147

IN; 60.31 x 51 x 9.1; G1; 30°

92-16101

IN; 60.51 x 51 x 9.3; G1; 30°

92-16163

IN; 61.11 x 51 x 9; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°

373

125

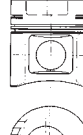


OM 407

900-001

05.1982→12.1989 D AN 6 11040 cm³ 2V 155 kW 210 PS 150

92 648 600



Cyl. Ø: 125; KH: 87.25; MT: -25.5; MØ: 70; GL: 137.25; piston pin: 46x97; number of piston rings: 3
RTK
T6 3 MO G6
NM 3 MO G3
DSF 6 CR
→ **80 00112 1 0 ...**, **80 00112 1 1 ...**



80 00112 1 0 000

Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]

80 00112 1 1 000

Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6]

80 00112 1 1 050 125,50

cont...



TRW
EngineComponents



MERCEDES-BENZ













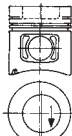






	92 648 962	Piston: 92648600; Cylinder liner: 89192110
	89 192 110	N - Wet cylinder liner; finished; A=140 C=152 L=265 H+F=10.07+1
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
	92-16163	IN; 61.11 x 51 x 9; G1; 30°
	50 005 837	

374		125
	OM 407	900-002
		05.1982 → 12.1989 D AN 6 11040 cm ³ 2V 132 kW 180 PS € 17:1 150
	93 802 600	Cyl. Ø: 125; KH: 84.75; MT: -26; MØ: 70; GL: 139.75; piston pin: 46x97; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 6 CR → 80 00112 1 0 ... , 80 00112 1 1 ... → mot. 14955
	80 00112 1 0 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6], → mot. 14955
	80 00112 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6] 80 00112 1 1 050 125,50, → mot. 14955
	93 802 962	Piston: 93802600; Cylinder liner: 89192110, → mot. 14955
	89 192 110	N - Wet cylinder liner; finished; A=140 C=152 L=265 H+F=10.07+1
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
	92-16163	IN; 61.11 x 51 x 9; G1; 30°
	50 005 837	

375		125
	OM 407	900/-000
		05.1982 → 12.1989 D AN 6 11040 cm ³ 2V 150
	92 648 600	Cyl. Ø: 125; KH: 87.25; MT: -25.5; MØ: 70; GL: 137.25; piston pin: 46x97; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 6 CR → 80 00112 1 0 ... , 80 00112 1 1 ...
	80 00112 1 0 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]
	80 00112 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6] 80 00112 1 1 050 125,50
	92 648 962	Piston: 92648600; Cylinder liner: 89192110
	89 192 110	N - Wet cylinder liner; finished; A=140 C=152 L=265 H+F=10.07+1
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

cont...



78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 004159
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 004160→
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
 16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III
 LK-1610	
 81-16100	IN/EX; 18.028/ x 12 x 67 G2
 81-16101	IN/EX; 18.235/ x 12 x 67 G2
 81-16102	IN/EX; 18.435/ x 12 x 67 G2
 50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
92-16163	IN; 61.11 x 51 x 9; G1; 30°
50 004 890	IN; 61.11 x 51 x 9; ST; 30°
 50 005 837	
376  125	
 OM 407	901-400, 901-600 08.1980→08.1980 D A 6 11412 cm ³ 2V  155
OM 407	901-500 08.1980→08.1980 D LA 6 11412 cm ³ 2V  155
 93 298 600	Cyl. Ø: 125; KH: 84.85; MT: -23; MØ: 75; GL: 139.85; piston pin: 46x97; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 6 CR → 80 00112 1 0 ... , 80 00112 1 1 ... mot. 14956→
 93 802 600	Cyl. Ø: 125; KH: 84.75; MT: -26; MØ: 70; GL: 139.75; piston pin: 46x97; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 6 CR → 80 00112 1 0 ... , 80 00112 1 1 ... →mot. 14955
 80 00112 1 0 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]
 80 00112 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6] 80 00112 1 1 050 125,50
 93 298 962	Piston: 93298600; Cylinder liner: 89192110, mot. 14956→
 93 802 962	Piston: 93802600; Cylinder liner: 89192110, →mot. 14955
 89 192 110	N - Wet cylinder liner; finished; A=140 C=152 L=265 H+F=10.07+1
 78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 004159
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 004160→
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

cont...



87 503 604 SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00

87 505 600 SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



16116 EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

1608 EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117 IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146 IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606 IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100 IN/EX; 18.028/ x 12 x 67 G2

81-16101 IN/EX; 18.235/ x 12 x 67 G2

81-16102 IN/EX; 18.435/ x 12 x 67 G2



50 004 893 EX; 53.11 x 43 x 9.2; ST; 45°

92-16104 EX; 53.11 x 43 x 9.7; G1; 45°

92-16148 EX; 53.31 x 43 x 9.9; G1; 45°

92-16105 EX; 53.51 x 43 x 10.2; G1; 45°

92-16100 IN; 60.11 x 51 x 8.9; G1; 30°

50 004 892 IN; 60.11 x 51 x 8.9; ST; 30°

92-16147 IN; 60.31 x 51 x 9.1; G1; 30°

92-16101 IN; 60.51 x 51 x 9.3; G1; 30°

92-16163 IN; 61.11 x 51 x 9; G1; 30°

50 004 890 IN; 61.11 x 51 x 9; ST; 30°



50 005 837

377

125



OM 407

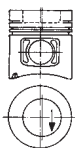
901/-000

08.1980 → 08.1980 D AN 6 11412 cm³ 2V

155



93 298 600



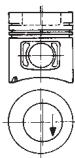
Cyl. Ø: 125; KH: 84.85; MT: -23; MØ: 75; GL: 139.85; piston pin: 46x97; number of piston rings: 3

RTK

T6	3	MO	G6
NM	3	MO	G3
DSF	6	CR	

→ **80 00112 1 0 ...**, **80 00112 1 1 ...**
 mot. 14956→

93 802 600



Cyl. Ø: 125; KH: 84.75; MT: -26; MØ: 70; GL: 139.75; piston pin: 46x97; number of piston rings: 3

RTK

T6	3	MO	G6
NM	3	MO	G3
DSF	6	CR	

→ **80 00112 1 0 ...**, **80 00112 1 1 ...**
 →mot. 14955



80 00112 1 0 000

Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]

80 00112 1 1 000

Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6]
80 00112 1 1 050 125,50



93 298 962

Piston: 93298600; Cylinder liner: 89192110, mot. 14956→

93 802 962

Piston: 93802600; Cylinder liner: 89192110, →mot. 14955



89 192 110

N - Wet cylinder liner; finished; A=140 C=152 L=265 H+F=10.07+1



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 004159

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 004160→

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00









50 009 134

Length: 256; counterbore: 95; piston pin: 46; conrod parallel

cont...





	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		LK-1610
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		81-16100
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		81-1647
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-1648
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		81-16101
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III		81-1649
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		81-16102
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°		
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°		
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°		
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°		
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°		
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°		
	92-16163	IN; 61.11 x 51 x 9; G1; 30°		
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		
	50 005 207	→mot. 129660		50 005 837
	50 005 210	mot. 017498→		
	50 005 615			

378

125



OM 407

920

08.1980→

D AN 6

11412 cm³

2V

177 kW

240 PS

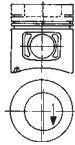
£ 16,5:1

155



93 298 600

Cyl. Ø: 125; KH: 84.85; MT: -23; MØ: 75; GL: 139.85; piston pin: 46x97; number of piston rings: 3



RTK

T6 3 MO G6

NM 3 MO G3

DSF 6 CR

→ **80 00112 1 0 ...**, **80 00112 1 1 ...**

mot. 14956→



80 00112 1 0 000

Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]

80 00112 1 1 000

Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6]

80 00112 1 1 050 125,50



93 298 962

Piston: 93298600; Cylinder liner: 89192110, mot. 14956→



89 192 110

N - Wet cylinder liner; finished; A=140 C=152 L=265 H+F=10.07+1



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 585 605 0,10 / **78 585 610** 0,25 / **78 585 620** 0,50 / **78 585 630** 0,75 / **78 585 640** 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

78 586 605 0,10 / **78 586 610** 0,25 / **78 586 620** 0,50 / **78 586 630** 0,75 / **78 586 640** 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

78 587 605 0,10 / **78 587 614** 0,25 / **78 587 624** 0,50 / **78 587 634** 0,75 / **78 587 644** 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 004159

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 004160→

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø

69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

87 503 605 0,10 / **87 503 614** 0,25 / **87 503 624** 0,50 / **87 503 634** 0,75 / **87 503 644** 1,00

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

87 505 605 0,10 / **87 505 610** 0,25 / **87 505 620** 0,50 / **87 505 630** 0,75 / **87 505 640** 1,00



50 009 134

Length: 256; counterbore: 95; piston pin: 46; conrod parallel



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

1608

EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-1647

IN/EX; 18.03/ x 12 x 67 G1

81-1648

IN/EX; 18.23/ x 12 x 67 G1

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-1649

IN/EX; 18.43/ x 12 x 67 G1

cont...



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

	50 004 893 92-16104 92-16148 92-16105 92-16100 50 004 892 92-16147 92-16101 92-16163 50 004 890	EX; 53.11 x 43 x 9.2; ST; 45° EX; 53.11 x 43 x 9.7; G1; 45° EX; 53.31 x 43 x 9.9; G1; 45° EX; 53.51 x 43 x 10.2; G1; 45° IN; 60.11 x 51 x 8.9; G1; 30° IN; 60.11 x 51 x 8.9; ST; 30° IN; 60.31 x 51 x 9.1; G1; 30° IN; 60.51 x 51 x 9.3; G1; 30° IN; 61.11 x 51 x 9; G1; 30° IN; 61.11 x 51 x 9; ST; 30°	81-16102	IN/EX; 18.435/ x 12 x 67 G2
	50 005 632			50 005 827 with impeller 50 005 828 without impeller

379 **125**
OM 407 **930 - 932 (AFS)**
D AN 6 11412 cm³ 2V 162 kW 220 PS ϵ 16,5:1 155

	93 298 600	Cyl. Ø: 125; KH: 84.85; MT: -23; MØ: 75; GL: 139.85; piston pin: 46x97; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 6 CR → 80 00112 1 0 ... , 80 00112 1 1 ... mot. 14956→		
	80 00112 1 0 000 80 00112 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6], mot. 14956→ Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6] 80 00112 1 1 050 125,50, mot. 14956→		
	93 298 962	Piston: 93298600; Cylinder liner: 89192110, mot. 14956→		
	89 192 110	N - Wet cylinder liner; finished; A=140 C=152 L=265 H+F=10.07+1		
	16116 16150 1608 16117 16146 1606	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III		LK-1610 81-16100 IN/EX; 18.028/ x 12 x 67 G2 81-1647 IN/EX; 18.03/ x 12 x 67 G1 81-1648 IN/EX; 18.23/ x 12 x 67 G1 81-16101 IN/EX; 18.235/ x 12 x 67 G2 81-1649 IN/EX; 18.43/ x 12 x 67 G1 81-16102 IN/EX; 18.435/ x 12 x 67 G2
	50 004 893 92-16104 92-16148 92-16105 92-16100 50 004 892 92-16147 92-16101 50 004 890	EX; 53.11 x 43 x 9.2; ST; 45° EX; 53.11 x 43 x 9.7; G1; 45° EX; 53.31 x 43 x 9.9; G1; 45° EX; 53.51 x 43 x 10.2; G1; 45° IN; 60.11 x 51 x 8.9; G1; 30° IN; 60.11 x 51 x 8.9; ST; 30° IN; 60.31 x 51 x 9.1; G1; 30° IN; 60.51 x 51 x 9.3; G1; 30° IN; 61.11 x 51 x 9; ST; 30°		
	50 005 207 50 005 210	→mot. 129660 mot. 017498→		50 005 837

M

380 **125**
OM 407 **951**
D A 6 11412 cm³ 2V 206 kW 280 PS ϵ 16,5:1 155

	93 585 602	Cyl. Ø: 125; KH: 84.85; MT: -23.9; MØ: 75; GL: 139.85; piston pin: 46x105; number of piston rings: 4 FBo, RTK T6 3 MO ST M 3 MO G3 NM 3 MO G3 DSF 4 CR → 80 00193 1 1 ...		
	80 00193 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [M 3] [N 3] [DSF CR 4]		

cont...



	93 585 962	Piston: 93585602; Cylinder liner: 89192110	
	89 192 110	N - Wet cylinder liner; finished; A=140 C=152 L=265 H+F=10.07+1	
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00	
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00	
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00	
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.	
	87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 004159	
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 004160→	
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A	
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00	
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00	
	50 009 134	Length: 256; counterbore: 95; piston pin: 46; conrod parallel	
	50 003 141	-- G - S - - - - -; bare	
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III	LK-1610
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	81-16100 IN/EX; 18.028/ x 12 x 67 G2
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III	81-16101 IN/EX; 18.235/ x 12 x 67 G2
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-16102 IN/EX; 18.435/ x 12 x 67 G2
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	92-16126 EX; 53.11 x 43 x 9.15; G1; 45°
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III	92-16127 EX; 53.11 x 43 x 9.2; G1; 45°
			50 004 893 EX; 53.11 x 43 x 9.2; ST; 45°
			92-16104 EX; 53.11 x 43 x 9.7; G1; 45°
			92-16149 EX; 53.31 x 43 x 9.4; G1; 45°
			92-16148 EX; 53.31 x 43 x 9.9; G1; 45°
			92-16105 EX; 53.51 x 43 x 10.2; G1; 45°
			92-16128 EX; 53.51 x 43.2 x 9.6; G1; 45°
			92-16100 IN; 60.11 x 51 x 8.9; G1; 30°
			50 004 892 IN; 60.11 x 51 x 8.9; ST; 30°
			92-16151 IN; 60.11 x 51.2 x 8.4; G1; 30°
			92-16147 IN; 60.31 x 51 x 9.1; G1; 30°
			92-16152 IN; 60.31 x 51.2 x 8.6; G1; 30°
			92-16101 IN; 60.51 x 51 x 9.3; G1; 30°
			92-16163 IN; 61.11 x 51 x 9; G1; 30°
			50 004 890 IN; 61.11 x 51 x 9; ST; 30°
	50 005 207	→mot. 129660	50 005 827 with impeller
	50 005 210	mot. 017498→	50 005 828 without impeller
	50 005 615		

M

381

125

OM 407








952 - 953 (AFS)

D A 6 11412 cm³ 2V 206 kW 280 PS €16,5:1 155




	93 585 602	Cyl. Ø: 125; KH: 84.85; MT: -23.9; MØ: 75; GL: 139.85; piston pin: 46x105; number of piston rings: 4 FB ₀ , RTK T6 3 MO ST M 3 MO G3 NM 3 MO G3 DSF 4 CR → 80 00193 1 1 ...
	80 00193 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [M 3] [N 3] [DSF CR 4]
	93 585 962	Piston: 93585602; Cylinder liner: 89192110


cont...





	89 192 110	N - Wet cylinder liner; finished; A=140 C=152 L=265 H+F=10.07+1	
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	 LK-1610
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III	 81-16100 IN/EX; 18.028/ x 12 x 67 G2
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-1647 IN/EX; 18.03/ x 12 x 67 G1
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-1648 IN/EX; 18.23/ x 12 x 67 G1
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III	81-16101 IN/EX; 18.235/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°	81-1649 IN/EX; 18.43/ x 12 x 67 G1
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°	81-16102 IN/EX; 18.435/ x 12 x 67 G2
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°	
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°	
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°	
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°	
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°	
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°	
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°	
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°	
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°	
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°	
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°	
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°	
	92-16163	IN; 61.11 x 51 x 9; G1; 30°	
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°	
	50 005 207	→mot. 129660	 50 005 837
	50 005 210	mot. 017498→	





382  **125**
OM 407 **954 (AFS)**
D LA 6 11412 cm³ 2V 235 kW 320 PS ξ 16,5:1  155

	92 648 600	Cyl. Ø: 125; KH: 87.25; MT: -25.5; MØ: 70; GL: 137.25; piston pin: 46x97; number of piston rings: 3
		RTK
		T6 3 MO G6
		NM 3 MO G3
		DSF 6 CR
		→ 80 00112 1 0 ... , 80 00112 1 1 ...

	80 00112 1 0 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]
	80 00112 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6]
		80 00112 1 1 050 125,50

	92 648 962	Piston: 92648600; Cylinder liner: 89192110
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	89 192 110	N - Wet cylinder liner; finished; A=140 C=152 L=265 H+F=10.07+1
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	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	 LK-1610
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III	 81-16100 IN/EX; 18.028/ x 12 x 67 G2
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-1647 IN/EX; 18.03/ x 12 x 67 G1
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-1648 IN/EX; 18.23/ x 12 x 67 G1
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III	81-16101 IN/EX; 18.235/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°	81-1649 IN/EX; 18.43/ x 12 x 67 G1
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°	81-16102 IN/EX; 18.435/ x 12 x 67 G2
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°	
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°	
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°	
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°	
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°	
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°	
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°	
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°	

cont...



92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°	
92-16147	IN; 60.31 x 51 x 9.1; G1; 30°	
92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°	
92-16101	IN; 60.51 x 51 x 9.3; G1; 30°	
92-16163	IN; 61.11 x 51 x 9; G1; 30°	
50 004 890	IN; 61.11 x 51 x 9; ST; 30°	
50 005 207	→mot. 129660	50 005 837
50 005 210	mot. 017498→	

383 **125**
OM 407 **956 (AFS)**
D A 6 11412 cm³ 2V 206 kW 280 PS € 16,5:1 155

93 585 602	Cyl. Ø: 125; KH: 84.85; MT: -23.9; MØ: 75; GL: 139.85; piston pin: 46x105; number of piston rings: 4 FBo, RTK T6 3 MO ST M 3 MO G3 NM 3 MO G3 DSF 4 CR → 80 00193 1 1 ...
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80 00193 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [M 3] [N 3] [DSF CR 4]
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93 585 962	Piston: 93585602; Cylinder liner: 89192110
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89 192 110	N - Wet cylinder liner; finished; A=140 C=152 L=265 H+F=10.07+1
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16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	LK-1610
1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III	81-16100 IN/EX; 18.028/ x 12 x 67 G2
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-1647 IN/EX; 18.03/ x 12 x 67 G1
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-1648 IN/EX; 18.23/ x 12 x 67 G1
1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III	81-16101 IN/EX; 18.235/ x 12 x 67 G2

92-16126	EX; 53.11 x 43 x 9.15; G1; 45°	81-1649 IN/EX; 18.43/ x 12 x 67 G1
92-16127	EX; 53.11 x 43 x 9.2; G1; 45°	81-16102 IN/EX; 18.435/ x 12 x 67 G2
50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°	
92-16104	EX; 53.11 x 43 x 9.7; G1; 45°	
92-16149	EX; 53.31 x 43 x 9.4; G1; 45°	
92-16148	EX; 53.31 x 43 x 9.9; G1; 45°	
92-16105	EX; 53.51 x 43 x 10.2; G1; 45°	
92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°	
92-16100	IN; 60.11 x 51 x 8.9; G1; 30°	
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°	
92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°	
92-16147	IN; 60.31 x 51 x 9.1; G1; 30°	
92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°	
92-16101	IN; 60.51 x 51 x 9.3; G1; 30°	
92-16163	IN; 61.11 x 51 x 9; G1; 30°	
50 004 890	IN; 61.11 x 51 x 9; ST; 30°	
50 005 210	mot. 017498→	50 005 837

384 **125**
OM 409 **901-000**
01.1985→12.1989 D AN 5 9204 cm³ 2V 150

93 298 600	Cyl. Ø: 125; KH: 84.85; MT: -23; MØ: 75; GL: 139.85; piston pin: 46x97; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 6 CR → 80 00112 1 0 ... , 80 00112 1 1 ... mot. 14956→
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80 00112 1 0 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]
80 00112 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6] 80 00112 1 1 050 125,50

cont..



	93 298 962	Piston: 93298600; Cylinder liner: 89192110, mot. 14956→		
	89 192 110	N - Wet cylinder liner; finished; A=140 C=152 L=265 H+F=10.07+1		
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00		
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00		
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00		
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.		
	87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B		
	87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00		
	87 506 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 506 610 0,25 / 87 506 620 0,50 / 87 506 630 0,75 / 87 506 640 1,00		
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		LK-1610
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		81-16100 IN/EX; 18.028/ x 12 x 67 G2
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		81-16101 IN/EX; 18.235/ x 12 x 67 G2
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16102 IN/EX; 18.435/ x 12 x 67 G2
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		50 004 893 EX; 53.11 x 43 x 9.2; ST; 45°
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III		92-16104 EX; 53.11 x 43 x 9.7; G1; 45°
				92-16148 EX; 53.31 x 43 x 9.9; G1; 45°
				92-16105 EX; 53.51 x 43 x 10.2; G1; 45°
				92-16100 IN; 60.11 x 51 x 8.9; G1; 30°
				50 004 892 IN; 60.11 x 51 x 8.9; ST; 30°
				92-16147 IN; 60.31 x 51 x 9.1; G1; 30°
				92-16101 IN; 60.51 x 51 x 9.3; G1; 30°
				50 004 890 IN; 61.11 x 51 x 9; ST; 30°

M

385		125											
	OM 409	906 - 908 (AFS)	D	AN	5	9204 cm³	2V	135 kW	183 PS	ε 17:1	150		
	93 298 600	Cyl. Ø: 125; KH: 84.85; MT: -23; MØ: 75; GL: 139.85; piston pin: 46x97; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 6 CR → 80 00112 1 0 ... , 80 00112 1 1 ... mot. 14956→											
	80 00112 1 0 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6], mot. 14956→											
	80 00112 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6] 80 00112 1 1 050 125,50, mot. 14956→											
	93 298 962	Piston: 93298600; Cylinder liner: 89192110, mot. 14956→											
	89 192 110	N - Wet cylinder liner; finished; A=140 C=152 L=265 H+F=10.07+1											
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		LK-1610									
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		81-16100	IN/EX; 18.028/ x 12 x 67 G2								
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		81-1647	IN/EX; 18.03/ x 12 x 67 G1								
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-1648	IN/EX; 18.23/ x 12 x 67 G1								
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		81-16101	IN/EX; 18.235/ x 12 x 67 G2								
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III		81-1649	IN/EX; 18.43/ x 12 x 67 G1								
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		81-16102	IN/EX; 18.435/ x 12 x 67 G2								
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°											
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°											
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°											
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°											
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°											
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°											
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°											

cont...



92-16100	IN; 60.11 x 51 x 8.9; G1; 30°	
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°	
92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°	
92-16147	IN; 60.31 x 51 x 9.1; G1; 30°	
92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°	
92-16101	IN; 60.51 x 51 x 9.3; G1; 30°	
50 004 890	IN; 61.11 x 51 x 9; ST; 30°	
50 005 207	→ mot. 129660	50 005 837
50 005 210		

386	125	
OM 495	900-001 (AFS), 900-002 (AFS), 900-003 (AFS), 900-009 (AFS), 900-010 (AFS)	
	D AN 5 9204 cm ³ 2V 135 kW 183 PS ϵ 17:1 \bar{H} 150	
OM 496	900-001 (AFS), 900-002 (AFS), 900-003 (AFS), 900-023 (AFS), 900-026 (AFS), 900-027 (AFS), 900-030 (AFS), 900-031 (AFS), 900-034 (AFS), 900-035 (AFS)	
	D AN 6 11412 cm ³ 2V 147-162 kW 200-220 PS ϵ 16,5:1 \bar{H} 155	

93 298 600	Cyl. \varnothing : 125; KH: 84.85; MT: -23; M \varnothing : 75; GL: 139.85; piston pin: 46x97; number of piston rings: 3
	RTK
	T6 3 MO G6
	NM 3 MO G3
	DSF 6 CR
	→ 80 00112 1 0 ..., 80 00112 1 1 ...

80 00112 1 0 000	Cyl. \varnothing : 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]
80 00112 1 1 000	Cyl. \varnothing : 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6]
	80 00112 1 1 050 125,50

93 298 962	Piston: 93298600; Cylinder liner: 89192110
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89 192 110	N - Wet cylinder liner; finished; A=140 C=152 L=265 H+F=10.07+1
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16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	LK-1610
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-16100 IN/EX; 18.028/ x 12 x 67 G2
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-1647 IN/EX; 18.03/ x 12 x 67 G1
92-16104	EX; 53.11 x 43 x 9.7; G1; 45°	81-1648 IN/EX; 18.23/ x 12 x 67 G1
92-16148	EX; 53.31 x 43 x 9.9; G1; 45°	81-16101 IN/EX; 18.235/ x 12 x 67 G2
92-16105	EX; 53.51 x 43 x 10.2; G1; 45°	81-1649 IN/EX; 18.43/ x 12 x 67 G1
92-16100	IN; 60.11 x 51 x 8.9; G1; 30°	81-16102 IN/EX; 18.435/ x 12 x 67 G2
92-16147	IN; 60.31 x 51 x 9.1; G1; 30°	
92-16101	IN; 60.51 x 51 x 9.3; G1; 30°	
50 005 837		

387	125	
OM 496	900-201 (AFS)	
	D AN 6 11412 cm ³ 2V 147 kW 200 PS ϵ 16,5:1 \bar{H} 155	

93 298 600	Cyl. \varnothing : 125; KH: 84.85; MT: -23; M \varnothing : 75; GL: 139.85; piston pin: 46x97; number of piston rings: 3
	RTK
	T6 3 MO G6
	NM 3 MO G3
	DSF 6 CR
	→ 80 00112 1 0 ..., 80 00112 1 1 ...

80 00112 1 0 000	Cyl. \varnothing : 125; Set: 1; [T6 G6 MO 3] [NM G3 MO 3] [DSF CR 6]
80 00112 1 1 000	Cyl. \varnothing : 125; Set: 1; [T6 G6 CR 3] [NM 3] [DSF CR 6]
	80 00112 1 1 050 125,50

93 298 962	Piston: 93298600; Cylinder liner: 89192110
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89 192 110	N - Wet cylinder liner; finished; A=140 C=152 L=265 H+F=10.07+1
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16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	LK-1610
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-16100 IN/EX; 18.028/ x 12 x 67 G2
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-1647 IN/EX; 18.03/ x 12 x 67 G1

cont...



TRW
EngineComponents



MERCEDES-BENZ

	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°	81-1648	IN/EX; 18.23/ x 12 x 67 G1
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°	81-1649	IN/EX; 18.43/ x 12 x 67 G1
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°	81-16102	IN/EX; 18.435/ x 12 x 67 G2
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°		
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°		

388 **125**
OM 496 **900-401 (AFS), 900-402 (AFS), 900-425 (AFS), 900-426 (AFS), 900-429 (AFS), 900-430 (AFS), 900-431 (AFS)**
D AN 6 11412 cm³ 2V 202-206 kW 275-280 PS ϵ 16,5:1 155

	93 585 602	Cyl. Ø: 125; KH: 84.85; MT: -23.9; MØ: 75; GL: 139.85; piston pin: 46x105; number of piston rings: 4 FBo, RTK T6 3 MO ST M 3 MO G3 NM 3 MO G3 DSF 4 CR → 80 00193 1 1 ...
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	80 00193 1 1 000	Cyl. Ø: 125; Set: 1; [T6 G6 MO 3] [M 3] [N 3] [DSF CR 4]
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	93 585 962	Piston: 93585602; Cylinder liner: 89192110
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	89 192 110	N - Wet cylinder liner; finished; A=140 C=152 L=265 H+F=10.07+1
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	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-16100
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-1647

	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°	81-1648	IN/EX; 18.23/ x 12 x 67 G1
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°	81-1649	IN/EX; 18.43/ x 12 x 67 G1
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°	81-16102	IN/EX; 18.435/ x 12 x 67 G2
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°		
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°		
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°		
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°		
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°		
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°		
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°		

	50 005 837	
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389 **125**
OM 496 **900-501 (AFS)**
D AN 6 11412 cm³ 2V 235 kW 320 PS ϵ 16,5:1 155

	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-16100
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-1647

	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°	81-1648	IN/EX; 18.23/ x 12 x 67 G1
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°	81-1649	IN/EX; 18.43/ x 12 x 67 G1
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°	81-16102	IN/EX; 18.435/ x 12 x 67 G2
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°		
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°		
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°		
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°		
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°		
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°		
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°		

	50 005 837	
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390

128



OM 441 Euro 1

901-504, 901-507

1995→

D LA 6 10965 cm³ 2V

142

OM 441 Euro 2

901-504, 901-507

1995→

D LA 6 10965 cm³ 2V

142

OM 441

901-504, 901-507

1995→

D LA 6 10965 cm³ 2V

142



94 331 600

Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3
KKK, RTK, Lox, TPL



T6 3 MO G6

M 3 CR G3



DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

94 681 600

Cyl. Ø: 128; KH: 81.45; MT: -24; MØ: 72.4; GL: 126.45; piston pin: 46x105; number of piston rings: 3
RTK, KKK, TPL



T6 3 MO G6

M 3 CR G3



DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

99 813 600

Cyl. Ø: 128; KH: 81.15; MT: -24; MØ: 72.4; GL: 126.15; piston pin: 46x105; number of piston rings: 3
RTK, KKK, TPL



T6 3 MO G6

M 3 CR G3



DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

M



94 331 960

Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 331 961

Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 681 960

Piston: 94681600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 681 961

Piston: 94681600; Cylinder liner: 89556110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

99 813 960

Piston: 99813600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 902 600

PAIR PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/G1; PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/S
78 902 610 0,25 / 78 902 620 0,50 / 78 902 630 0,75 / 78 902 640 1,00, The upper shell is marked with 'SPUTTER'. , OM 441.901-504, OM 441.901-504: mot. 528573→, OM 441.901-507, OM 441.901-507: 08.1989→, mot. 528573→

77 262 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 367 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 367 694 SEMI / 87 367 600 STD

87 403 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00

cont...



TRW
EngineComponents



MERCEDES-BENZ

	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		LK-1610	
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		81-16100	IN/EX; 18.028/ x 12 x 67 G2
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16101	IN/EX; 18.235/ x 12 x 67 G2
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		81-16102	IN/EX; 18.435/ x 12 x 67 G2
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°			
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°			
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°			
	50 005 837				

391 **128**
M 476 **921**
G LA 6 11970 cm³ 2V 175 kW 238 PS 155

	40 249 600	Cyl. Ø: 128; KH: 89.85; MT: -36.85; MØ: 79.5; GL: 139.85; piston pin: 46x105; number of piston rings: 3 RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ...

	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

	40 249 960	Piston: 40249600; Cylinder liner: 89390120
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	89 390 120	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1
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	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	77 262 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

	16203	EX; 51 x 12 x 142.5 x RA/S - Cr - 20° - 5 - III		LK-1610	
	16202	IN; 58.9 x 12 x 142.5 x RA/S - Cr - 20° - 5 - III		81-16100	IN/EX; 18.028/ x 12 x 67 G2
	92-16162	EX; 53.11 x 43 x 8.4; G2; 20°		81-16101	IN/EX; 18.235/ x 12 x 67 G2
	92-16161	IN; 60.1 x 51 x 8.3; G2; 20°		81-16102	IN/EX; 18.435/ x 12 x 67 G2
	50 005 837				

392 **128**
M 476 Euro 2 **935**
G LA 6 11970 cm³ 2V 185 kW 252 PS 17,25:1 155

	40 250 600	Cyl. Ø: 128; KH: 89.75; MT: -32.65; MØ: 87.74; GL: 139.75; piston pin: 46x105; number of piston rings: 3 RTK, TPL R 2 NT ST M 3 G3 SLF 4,747 CR

cont...



	40 250 960	Piston: 40250600; Cylinder liner: 89390120
	89 390 120	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1
	16203	EX; 51 x 12 x 142.5 x RA/S - Cr - 20° - 5 - III
	16202	IN; 58.9 x 12 x 142.5 x RA/S - Cr - 20° - 5 - III
	92-16162	EX; 53.11 x 43 x 8.4; G2; 20°
	92-16161	IN; 60.1 x 51 x 8.3; G2; 20°
	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

393

128

OM 335

910 (IRN), 930 (IRN)

D AN 6 11581 cm³ 2V 154-176 kW 210-240 PS £17,2:1 150

	93 568 600	Cyl. Ø: 128; KH: 90.26; VT1: -1.1; MT: -27; MØ: 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4
	93 568 620	128,50 / 93 568 630 129,00
	93 568 630	129,00
	93 568 600	RTK
	93 568 600	T6 3,5 MO G6
	93 568 600	M 3,5 MO
	93 568 600	N 3,5 MO
	93 568 600	DSF 6,5 CR
	93 568 600	→ 80 00196 1 1 ... , 80 00196 6 1 ...
	80 00196 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
	80 00196 1 1 050	128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50
	80 00196 6 1 000	Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
	80 00196 6 1 050	128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50
	93 568 960	Piston: 93568600; Cylinder liner: 88869190
	93 568 961	Piston: 93568600; Cylinder liner: 89346190
	93 568 962	Piston: 93568600; Cylinder liner: 89347190
	93 568 963	Piston: 93568600; Cylinder liner: 89433190
	88 869 190	T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5
	89 346 190	T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.
	89 347 190	T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.
	89 433 190	T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5
	78 711 600	PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.
	87 314 694	SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B
	87 314 794	SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm
	87 388 690	SET NW-L SEMI Ø 53.270 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.670 / 58.000 / 55.000 / St/W; NW-L SEMI Ø 53.470 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.870 / 58.000 / 33.000 / St/W; NW-L SEMI Ø 53.770 / 58.000 / 30.000 / St/W
	87 735 604	SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G
	87 735 614	0,25 / 87 735 624 0,50 / 87 735 634 0,75 / 87 735 644 1,00
	87 737 600	SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G
	87 737 610	0,25 / 87 737 620 0,50 / 87 737 630 0,75 / 87 737 640 1,00
	92-16110	EX; 40.1 x 31 x 7.5; G1; 45°
	92-16143	EX; 40.46 x 31 x 7.5; G1; 45°
	92-16106	IN; 51.06 x 37 x 7.5; G1; 45°
	92-16142	IN; 51.46 x 37 x 7.5; G1; 45°

M

394

128

OM 335

932

D AN 6 11581 cm³ 2V 176 kW 240 PS £17,2:1 150

	93 568 600	Cyl. Ø: 128; KH: 90.26; VT1: -1.1; MT: -27; MØ: 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4
	93 568 620	128,50 / 93 568 630 129,00
	93 568 630	129,00
	93 568 600	RTK
	93 568 600	T6 3,5 MO G6
	93 568 600	M 3,5 MO
	93 568 600	N 3,5 MO
	93 568 600	DSF 6,5 CR
	93 568 600	→ 80 00196 1 1 ... , 80 00196 6 1 ...
	80 00196 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
	80 00196 1 1 050	128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50
	80 00196 6 1 000	Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
	80 00196 6 1 050	128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50
	93 568 960	Piston: 93568600; Cylinder liner: 88869190
	93 568 961	Piston: 93568600; Cylinder liner: 89346190
	93 568 962	Piston: 93568600; Cylinder liner: 89347190

cont..



TRW
EngineComponents



MERCEDES-BENZ

	93 568 963	Piston: 93568600; Cylinder liner: 89433190
	88 869 190	T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5
	89 346 190	T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.
	89 347 190	T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.
	89 433 190	T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5
	78 711 600	PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.
	87 314 694	SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B
	87 314 794	SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm
	87 388 690	SET NW-L SEMI Ø 53.270 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.670 / 58.000 / 55.000 / St/W; NW-L SEMI Ø 53.470 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.870 / 58.000 / 33.000 / St/W; NW-L SEMI Ø 53.770 / 58.000 / 30.000 / St/W
	87 735 604	SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G 87 735 614 0,25 / 87 735 624 0,50 / 87 735 634 0,75 / 87 735 644 1,00
	87 737 600	SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G 87 737 610 0,25 / 87 737 620 0,50 / 87 737 630 0,75 / 87 737 640 1,00
	50 009 110	Length: 280; counterbore: 83; piston pin: 48; conrod parallel
	92-16110	EX; 40.1 x 31 x 7.5; G1; 45°
	92-16143	EX; 40.46 x 31 x 7.5; G1; 45°
	92-16106	IN; 51.06 x 37 x 7.5; G1; 45°
	92-16142	IN; 51.46 x 37 x 7.5; G1; 45°
	50 005 211	maintenance-free
	50 005 829	

395		128									
	OM 345		900 (USA)								
				D	AN 5	9651 cm ³	2V	141 kW	192 PS	ε 17,2:1	150
	78 711 600	PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.									
	87 315 694	SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B									
	87 315 794	SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm									
	87 376 600	SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G 87 376 610 0,25 / 87 376 620 0,50 / 87 376 630 0,75									
	87 377 604	SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G 87 377 610 0,25 / 87 377 614 0,25 / 87 377 620 0,50 / 87 377 624 0,50 / 87 377 630 0,75 / 87 377 634 0,75 / 87 377 644 1,00									
	92-16110	EX; 40.1 x 31 x 7.5; G1; 45°									
	92-16141	EX; 40.26 x 31 x 7.5; G1; 45°									
	92-16143	EX; 40.46 x 31 x 7.5; G1; 45°									
	92-16106	IN; 51.06 x 37 x 7.5; G1; 45°									
	92-16140	IN; 51.26 x 37 x 7.5; G1; 45°									
	92-16142	IN; 51.46 x 37 x 7.5; G1; 45°									
	50 005 829										

396		128										
	OM 345		910 (BRA), 912 (BRA)									
				04.1983 →	D	AN 6	11581 cm ³	2V	176 kW	240 PS	ε 17,2:1	150
	93 568 600	Cyl. Ø: 128; KH: 90.26; VT1: -1.1; MT: -27; MØ: 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4 93 568 620 128,50 / 93 568 630 129,00										
		RTK										
		T6	3,5	MO	G6							
		M	3,5	MO								
		N	3,5	MO								
		DSF	6,5	CR								
		→ 80 00196 1 1 ... , 80 00196 6 1 ...										
	80 00196 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 1 1 050 128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50										
	80 00196 6 1 000	Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 6 1 050 128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50										
	93 568 960	Piston: 93568600; Cylinder liner: 88869190										
	93 568 961	Piston: 93568600; Cylinder liner: 89346190										
	93 568 962	Piston: 93568600; Cylinder liner: 89347190										
	93 568 963	Piston: 93568600; Cylinder liner: 89433190										
	88 869 190	T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5										
	89 346 190	T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.										
	89 347 190	T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.										
	89 433 190	T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5										

cont...



TRW
EngineComponents



MERCEDES-BENZ

	78 711 600	PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.			
	87 314 694	SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B			
	87 314 794	SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm			
	87 388 690	SET NW-L SEMI Ø 53.270 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.670 / 58.000 / 55.000 / St/W; NW-L SEMI Ø 53.470 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.870 / 58.000 / 33.000 / St/W; NW-L SEMI Ø 53.770 / 58.000 / 30.000 / St/W			
	87 735 604	SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G			
	87 735 614	0,25	87 735 624	0,50	
	87 735 634	0,75	87 735 644	1,00	
	87 737 600	SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G			
	87 737 610	0,25	87 737 620	0,50	
	87 737 630	0,75	87 737 640	1,00	
	16006	EX; 37 x 9 x 165.2 x S - Cr - 45° - VS - 5 - III		81-1641	EX; 15/ x 9 x 86.5 G1
	1658	EX; 37 x 9 x 165.3 x A/S - Cr - 45° - 5 - III		81-1643	EX; 15.2/ x 9 x 86.5 G1
	1657	IN; 42 x 9 x 129.8 x S - Cr - 45° - 5 - III		81-1665	EX; 15.3/ x 9 x 86.5 G1
	92-16110	EX; 40.1 x 31 x 7.5; G1; 45°		81-1640	IN; 15/ x 9 x 68.5 G1
	92-16141	EX; 40.26 x 31 x 7.5; G1; 45°		81-1642	IN; 15.2/ x 9 x 67.5 G1
	92-16143	EX; 40.46 x 31 x 7.5; G1; 45°		81-1664	IN; 15.3/ x 9 x 67.5 G1
	92-16106	IN; 51.06 x 37 x 7.5; G1; 45°			
	92-16140	IN; 51.26 x 37 x 7.5; G1; 45°			
	92-16142	IN; 51.46 x 37 x 7.5; G1; 45°			
	50 006 370	CAM			
	50 005 829				

397

128

OM 345

913 (BRA)

10.1975 →

D

A

6

11581 cm³

2V

210 kW

285 PS

£ 16,5:1

150

M

	92 582 600	Cyl. Ø: 128; KH: 90.26; VT1: -2; VT2: -2.2; MT: -28.5; MØ: 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4
	92 582 610	128,50 / 92 582 620 129,00
	92 582 600	RTK
	92 582 610	T6 3,5 MO G6
	92 582 620	M 3,5 MO
	92 582 630	N 3,5 MO
	92 582 640	DSF 6,5 CR
		→ 80 00196 1 1 ... , 80 00196 6 1 ...
	80 00196 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
	80 00196 1 1 050	128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50
	80 00196 6 1 000	Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
	80 00196 6 1 050	128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50
	92 582 960	Piston: 92582600; Cylinder liner: 88869190
	92 582 961	Piston: 92582600; Cylinder liner: 89346190
	92 582 962	Piston: 92582600; Cylinder liner: 89347190
	92 582 963	Piston: 92582600; Cylinder liner: 89433190
	88 869 190	T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5
	89 346 190	T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.
	89 347 190	T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.
	89 433 190	T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5
	78 711 600	PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.
	87 314 694	SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B
	87 314 794	SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm
	87 388 690	SET NW-L SEMI Ø 53.270 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.670 / 58.000 / 55.000 / St/W; NW-L SEMI Ø 53.470 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.870 / 58.000 / 33.000 / St/W; NW-L SEMI Ø 53.770 / 58.000 / 30.000 / St/W
	87 735 604	SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G
	87 735 614	0,25
	87 735 624	0,50
	87 735 634	0,75
	87 735 644	1,00
	87 737 600	SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G
	87 737 610	0,25
	87 737 620	0,50
	87 737 630	0,75
	87 737 640	1,00
	92-16118	EX; 56.11 x 45 x 10.5; G1
	92-16146	EX; 56.21 x 45 x 10.5; G1
	92-16144	IN; 46.11 x 36 x 10; G1; 30°
	92-16145	IN; 46.21 x 36 x 10; G1; 30°
	50 005 829	



TRW
EngineComponents



MERCEDES-BENZ

398

128



OM 345

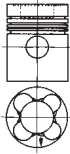
914-001 (BRA), 914-002 (BRA), 914-003 (BRA), 914-004 (BRA), 914-005 (BRA)

D AN 6 11581 cm³ 2V 103-135 kW 140-185 PS ϵ 17,2:1 η 150



93 568 600

Cyl. \varnothing : 128; KH: 90.26; VT1: -1.1; MT: -27; M \varnothing : 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4
93 568 620 128,50 / **93 568 630** 129,00



RTK
T6 3,5 MO G6
M 3,5 MO
N 3,5 MO
DSF 6,5 CR

→ **80 00196 1 1 ...**, **80 00196 6 1 ...**



80 00196 1 1 000

Cyl. \varnothing : 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
80 00196 1 1 050 128,50 / **80 00196 1 1 100** 129,00 / **80 00196 1 1 150** 129,50

80 00196 6 1 000

Cyl. \varnothing : 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
80 00196 6 1 050 128,50 / **80 00196 6 1 100** 129,00 / **80 00196 6 1 150** 129,50



93 568 960

Piston: 93568600; Cylinder liner: 88869190

93 568 961

Piston: 93568600; Cylinder liner: 89346190

93 568 962

Piston: 93568600; Cylinder liner: 89347190

93 568 963

Piston: 93568600; Cylinder liner: 89433190



88 869 190

T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5

89 346 190

T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.

89 347 190

T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.

89 433 190

T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5



78 711 600

PAIR PL-L STD \varnothing 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston \varnothing 90 mm.

87 314 694

SET PL-B SEMI \varnothing 48.000 / 52.000 / 45.000 / St/B

87 314 794

SET PL-B SEMI \varnothing 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm

87 388 690

SET NW-L SEMI \varnothing 53.270 / 58.000 / 30.000 / St/W; NW-L SEMI \varnothing 53.670 / 58.000 / 55.000 / St/W; NW-L SEMI \varnothing 53.470 / 58.000 / 30.000 / St/W; NW-L SEMI \varnothing 53.870 / 58.000 / 33.000 / St/W; NW-L SEMI \varnothing 53.770 / 58.000 / 30.000 / St/W

87 735 604

SET HL STD \varnothing 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD \varnothing 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD \varnothing 95.000 / 102.000 / 64.800 / 3.472 St/B/G
87 735 614 0,25 / **87 735 624** 0,50 / **87 735 634** 0,75 / **87 735 644** 1,00

87 737 600

SET PL STD \varnothing 78.000 / 83.000 / 41.750 / 2.468 St/B/G
87 737 610 0,25 / **87 737 620** 0,50 / **87 737 630** 0,75 / **87 737 640** 1,00



16006

EX; 37 x 9 x 165.2 x S - Cr - 45° - VS - 5 - III

1658

EX; 37 x 9 x 165.3 x A/S - Cr - 45° - 5 - III

1657

IN; 42 x 9 x 129.8 x S - Cr - 45° - 5 - III



81-1641

EX; 15/ x 9 x 86.5 G1

81-1643

EX; 15.2/ x 9 x 86.5 G1

81-1665

EX; 15.3/ x 9 x 86.5 G1



92-16110

EX; 40.1 x 31 x 7.5; G1; 45°

92-16143

EX; 40.46 x 31 x 7.5; G1; 45°

92-16106

IN; 51.06 x 37 x 7.5; G1; 45°

92-16142

IN; 51.46 x 37 x 7.5; G1; 45°

81-1640

IN; 15/ x 9 x 68.5 G1

81-1642

IN; 15.2/ x 9 x 67.5 G1

81-1664

IN; 15.3/ x 9 x 67.5 G1



50 006 370

CAM

399

128



OM 345

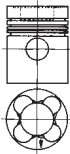
915 (BRA)

D AN 5 9651 cm³ 2V 141 kW 192 PS ϵ 17,2:1 η 150



93 568 600

Cyl. \varnothing : 128; KH: 90.26; VT1: -1.1; MT: -27; M \varnothing : 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4
93 568 620 128,50 / **93 568 630** 129,00



RTK
T6 3,5 MO G6
M 3,5 MO
N 3,5 MO
DSF 6,5 CR

→ **80 00196 1 1 ...**, **80 00196 6 1 ...**



80 00196 1 1 000

Cyl. \varnothing : 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
80 00196 1 1 050 128,50 / **80 00196 1 1 100** 129,00 / **80 00196 1 1 150** 129,50

80 00196 6 1 000

Cyl. \varnothing : 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
80 00196 6 1 050 128,50 / **80 00196 6 1 100** 129,00 / **80 00196 6 1 150** 129,50



93 568 960

Piston: 93568600; Cylinder liner: 88869190

93 568 961

Piston: 93568600; Cylinder liner: 89346190

93 568 962

Piston: 93568600; Cylinder liner: 89347190

93 568 963

Piston: 93568600; Cylinder liner: 89433190



88 869 190

T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5

89 346 190

T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.

89 347 190

T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.

89 433 190

T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5

cont...

M



	78 711 600	PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.
	87 315 694	SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B
	87 315 794	SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm
	87 376 600	SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G 87 376 610 0,25 / 87 376 620 0,50 / 87 376 630 0,75
	87 377 604	SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G 87 377 610 0,25 / 87 377 614 0,25 / 87 377 620 0,50 / 87 377 624 0,50 / 87 377 630 0,75 / 87 377 634 0,75 / 87 377 644 1,00
	92-16110	EX; 40.1 x 31 x 7.5; G1; 45°
	92-16141	EX; 40.26 x 31 x 7.5; G1; 45°
	92-16143	EX; 40.46 x 31 x 7.5; G1; 45°
	92-16106	IN; 51.06 x 37 x 7.5; G1; 45°
	92-16140	IN; 51.26 x 37 x 7.5; G1; 45°
	92-16142	IN; 51.46 x 37 x 7.5; G1; 45°
	50 005 829	

400

128

OM 345

919 (BRA)

D AN 5 9651 cm³ 2V

150

	93 568 600	Cyl. Ø: 128; KH: 90.26; VT1: -1.1; MT: -27; MØ: 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4 93 568 620 128,50 / 93 568 630 129,00
		RTK T6 3,5 MO G6 M 3,5 MO N 3,5 MO DSF 6,5 CR → 80 00196 1 1 ... , 80 00196 6 1 ...

	80 00196 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 1 1 050 128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50
	80 00196 6 1 000	Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 6 1 050 128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50

	93 568 960	Piston: 93568600; Cylinder liner: 88869190
	93 568 961	Piston: 93568600; Cylinder liner: 89346190
	93 568 962	Piston: 93568600; Cylinder liner: 89347190
	93 568 963	Piston: 93568600; Cylinder liner: 89433190
	88 869 190	T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5
	89 346 190	T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.
	89 347 190	T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.
	89 433 190	T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5

	78 711 600	PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.
	87 315 694	SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B
	87 315 794	SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm
	87 376 600	SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G 87 376 610 0,25 / 87 376 620 0,50 / 87 376 630 0,75
	87 377 604	SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G 87 377 610 0,25 / 87 377 614 0,25 / 87 377 620 0,50 / 87 377 624 0,50 / 87 377 630 0,75 / 87 377 634 0,75 / 87 377 644 1,00
	92-16110	EX; 40.1 x 31 x 7.5; G1; 45°
	92-16141	EX; 40.26 x 31 x 7.5; G1; 45°
	92-16143	EX; 40.46 x 31 x 7.5; G1; 45°
	92-16106	IN; 51.06 x 37 x 7.5; G1; 45°
	92-16140	IN; 51.26 x 37 x 7.5; G1; 45°
	92-16142	IN; 51.46 x 37 x 7.5; G1; 45°

401

128

OM 345

919-001 (BRA), 919-002 (BRA)

D AN 5 9651 cm³ 2V 114-127 kW 155-173 PS 17,2:1 150

	93 568 600	Cyl. Ø: 128; KH: 90.26; VT1: -1.1; MT: -27; MØ: 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4 93 568 620 128,50 / 93 568 630 129,00
		RTK T6 3,5 MO G6 M 3,5 MO N 3,5 MO DSF 6,5 CR → 80 00196 1 1 ... , 80 00196 6 1 ...

cont...



	80 00196 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 1 1 050 128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50
	80 00196 6 1 000	Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 6 1 050 128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50
	93 568 960	Piston: 93568600; Cylinder liner: 88869190
	93 568 961	Piston: 93568600; Cylinder liner: 89346190
	93 568 962	Piston: 93568600; Cylinder liner: 89347190
	93 568 963	Piston: 93568600; Cylinder liner: 89433190
	88 869 190	T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5
	89 346 190	T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.
	89 347 190	T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.
	89 433 190	T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5
	78 711 600	PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.
	87 315 694	SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B
	87 315 794	SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm
	87 376 600	SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G 87 376 610 0,25 / 87 376 620 0,50 / 87 376 630 0,75
	87 377 604	SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G 87 377 610 0,25 / 87 377 614 0,25 / 87 377 620 0,50 / 87 377 624 0,50 / 87 377 630 0,75 / 87 377 634 0,75 / 87 377 644 1,00

402		128
	OM 345	950 (BRA), 953 (BRA)
		D LA 6 11581 cm ³ 2V 235-250 kW 320-340 PS ϵ 16,5:1 \bar{H} 150
	78 711 600	PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.
	87 314 694	SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B
	87 314 794	SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm
	87 388 690	SET NW-L SEMI Ø 53.270 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.670 / 58.000 / 55.000 / St/W; NW-L SEMI Ø 53.470 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.870 / 58.000 / 33.000 / St/W; NW-L SEMI Ø 53.770 / 58.000 / 30.000 / St/W
	87 735 604	SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G 87 735 614 0,25 / 87 735 624 0,50 / 87 735 634 0,75 / 87 735 644 1,00
	87 737 600	SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G 87 737 610 0,25 / 87 737 620 0,50 / 87 737 630 0,75 / 87 737 640 1,00
	92-16110	EX; 40.1 x 31 x 7.5; G1; 45°
	92-16143	EX; 40.46 x 31 x 7.5; G1; 45°
	92-16106	IN; 51.06 x 37 x 7.5; G1; 45°
	92-16142	IN; 51.46 x 37 x 7.5; G1; 45°
	50 005 829	

403		128
	OM 345	970 (BRA)
		D A 5 9651 cm ³ 2V 170 kW 230 PS ϵ 16,5:1 \bar{H} 150
	OM 347	917, 970 - 971
		D A 5 9651 cm ³ 2V 170-175 kW 230-238 PS \bar{H} 150
	78 711 600	PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.
	87 315 694	SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B
	87 315 794	SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm
	87 376 600	SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G 87 376 610 0,25 / 87 376 620 0,50 / 87 376 630 0,75
	87 377 604	SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G 87 377 610 0,25 / 87 377 614 0,25 / 87 377 620 0,50 / 87 377 624 0,50 / 87 377 630 0,75 / 87 377 634 0,75 / 87 377 644 1,00
	92-16110	EX; 40.1 x 31 x 7.5; G1; 45°
	92-16143	EX; 40.46 x 31 x 7.5; G1; 45°
	92-16106	IN; 51.06 x 37 x 7.5; G1; 45°
	92-16142	IN; 51.46 x 37 x 7.5; G1; 45°

M



TRW
EngineComponents



MERCEDES-BENZ

404

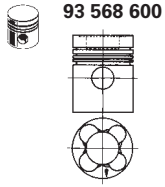
128



OM 345

973 (BRA)

D AN 5 9651 cm³ 2V 147 kW 200 PS £17,2:1 150



93 568 600

Cyl. Ø: 128; KH: 90.26; VT1: -1.1; MT: -27; MØ: 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4
93 568 620 128,50 / 93 568 630 129,00

RTK

T6 3,5 MO G6
M 3,5 MO
N 3,5 MO
DSF 6,5 CR

→ 80 00196 1 1 ..., 80 00196 6 1 ...



80 00196 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
80 00196 1 1 050 128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50

80 00196 6 1 000

Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
80 00196 6 1 050 128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50



93 568 960

Piston: 93568600; Cylinder liner: 88869190

93 568 961

Piston: 93568600; Cylinder liner: 89346190

93 568 962

Piston: 93568600; Cylinder liner: 89347190

93 568 963

Piston: 93568600; Cylinder liner: 89433190



88 869 190

T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5

89 346 190

T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.

89 347 190

T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.

89 433 190

T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5



78 711 600

PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.

87 315 694

SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B

87 315 794

SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm

87 376 600

SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G

87 376 610 0,25 / 87 376 620 0,50 / 87 376 630 0,75

87 377 604

SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G

87 377 610 0,25 / 87 377 614 0,25 / 87 377 620 0,50 / 87 377 624 0,50 / 87 377 630 0,75 / 87 377 634 0,75 / 87 377 644 1,00



92-16110

EX; 40.1 x 31 x 7.5; G1; 45°

92-16143

EX; 40.46 x 31 x 7.5; G1; 45°

92-16106

IN; 51.06 x 37 x 7.5; G1; 45°

92-16142

IN; 51.46 x 37 x 7.5; G1; 45°

50 005 829

M

405

128



OM 346

910, 912 - 917, 919, 940 - 947, 952 - 953

1961 → D AN 6 10809 cm³ 2V 136-155 kW 185-210 PS 140



80 00196 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
80 00196 1 1 050 128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50

80 00196 6 1 000

Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
80 00196 6 1 050 128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50



16006

EX; 37 x 9 x 165.2 x S - Cr - 45° - VS - 5 - III

1658

EX; 37 x 9 x 165.3 x A/S - Cr - 45° - 5 - III

1657

IN; 42 x 9 x 129.8 x S - Cr - 45° - 5 - III



81-1641

EX; 15/ x 9 x 86.5 G1

81-1643

EX; 15.2/ x 9 x 86.5 G1

81-1665

EX; 15.3/ x 9 x 86.5 G1



50 004 888

EX; 40.06 x 31 x 7.5; ST; 45°

81-1640

IN; 15/ x 9 x 68.5 G1

92-16110

EX; 40.1 x 31 x 7.5; G1; 45°

81-1635

IN; 15/ x 9 x 71 G1

92-16143

EX; 40.46 x 31 x 7.5; G1; 45°

81-1642

IN; 15.2/ x 9 x 67.5 G1

92-16106

IN; 51.06 x 37 x 7.5; G1; 45°

81-1664

IN; 15.3/ x 9 x 67.5 G1

50 004 887

IN; 51.07 x 37 x 7.5; ST; 45°

92-16142

IN; 51.46 x 37 x 7.5; G1; 45°

406

128



OM 346

951

1961 → 1967 D A 6 10809 cm³ 2V 140



80 00196 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
80 00196 1 1 050 128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50

80 00196 6 1 000

Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
80 00196 6 1 050 128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50



16006

EX; 37 x 9 x 165.2 x S - Cr - 45° - VS - 5 - III

1658

EX; 37 x 9 x 165.3 x A/S - Cr - 45° - 5 - III

1603

EX; 37 x 9 x 165.9 x A - Cr - 30° - VS - 5 -



81-1641

EX; 15/ x 9 x 86.5 G1

81-1643


EX; 15.2/ x 9 x 86.5 G1

81-1665



EX; 15.3/ x 9 x 86.5 G1


cont...





1657	IN; 42 x 9 x 129.8 x S - Cr - 45° - 5 - III	81-1640	IN; 15/ x 9 x 68.5 G1
1602	IN; 42 x 9 x 130.6 x S - Cr - 30° - VS - 5 - III	81-1635	IN; 15/ x 9 x 71 G1
 50 004 888	EX; 40.06 x 31 x 7.5; ST; 45°	81-1642	IN; 15.2/ x 9 x 67.5 G1
92-16110	EX; 40.1 x 31 x 7.5; G1; 45°	81-1664	IN; 15.3/ x 9 x 67.5 G1
92-16143	EX; 40.46 x 31 x 7.5; G1; 45°		
92-16106	IN; 51.06 x 37 x 7.5; G1; 45°		
50 004 887	IN; 51.07 x 37 x 7.5; ST; 45°		
92-16142	IN; 51.46 x 37 x 7.5; G1; 45°		


 **50 005 829**


407	 128	915	D AN 5 9651 cm ³ 2V 141 kW 192 PS ξ 17,2:1 \bar{H} 150
 OM 347			




 93 568 600	Cyl. Ø: 128; KH: 90.26; VT1: -1.1; MT: -27; MØ: 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4 93 568 620 128,50 / 93 568 630 129,00 RTK T6 3,5 MO G6 M 3,5 MO N 3,5 MO DSF 6,5 CR → 80 00196 1 1 ... , 80 00196 6 1 ...
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 80 00196 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 1 1 050 128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50
80 00196 6 1 000	Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 6 1 050 128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50

 93 568 960	Piston: 93568600; Cylinder liner: 88869190
93 568 961	Piston: 93568600; Cylinder liner: 89346190
93 568 962	Piston: 93568600; Cylinder liner: 89347190
93 568 963	Piston: 93568600; Cylinder liner: 89433190

 88 869 190	T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5
89 346 190	T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.
89 347 190	T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.
89 433 190	T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5

 78 711 600	PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.
87 315 694	SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B
87 315 794	SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm
87 376 600	SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G 87 376 610 0,25 / 87 376 620 0,50 / 87 376 630 0,75
87 377 604	SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G 87 377 610 0,25 / 87 377 614 0,25 / 87 377 620 0,50 / 87 377 624 0,50 / 87 377 630 0,75 / 87 377 634 0,75 / 87 377 644 1,00

 16006	EX; 37 x 9 x 165.2 x S - Cr - 45° - VS - 5 - III	 81-1641	EX; 15/ x 9 x 86.5 G1
1658	EX; 37 x 9 x 165.3 x A/S - Cr - 45° - 5 - III	81-1643	EX; 15.2/ x 9 x 86.5 G1
1657	IN; 42 x 9 x 129.8 x S - Cr - 45° - 5 - III	81-1665	EX; 15.3/ x 9 x 86.5 G1
 50 004 888	EX; 40.06 x 31 x 7.5; ST; 45°	81-1640	IN; 15/ x 9 x 68.5 G1
92-16110	EX; 40.1 x 31 x 7.5; G1; 45°	81-1642	IN; 15.2/ x 9 x 67.5 G1
92-16141	EX; 40.26 x 31 x 7.5; G1; 45°	81-1664	IN; 15.3/ x 9 x 67.5 G1
92-16143	EX; 40.46 x 31 x 7.5; G1; 45°		
92-16106	IN; 51.06 x 37 x 7.5; G1; 45°		
50 004 887	IN; 51.07 x 37 x 7.5; ST; 45°		
92-16140	IN; 51.26 x 37 x 7.5; G1; 45°		
92-16142	IN; 51.46 x 37 x 7.5; G1; 45°		

 **50 005 829**

M



408

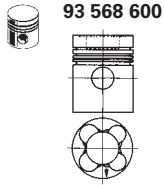
128



OM 347

942 - 943

D AN 5 9651 cm³ 2V 147 kW 200 PS €17,2:1 150



93 568 600

Cyl. Ø: 128; KH: 90.26; VT1: -1.1; MT: -27; MØ: 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4
93 568 620 128,50 / **93 568 630** 129,00

RTK

T6 3,5 MO G6
M 3,5 MO
N 3,5 MO
DSF 6,5 CR

→ **80 00196 1 1 ...**, **80 00196 6 1 ...**



80 00196 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]

80 00196 1 1 050 128,50 / **80 00196 1 1 100** 129,00 / **80 00196 1 1 150** 129,50

80 00196 6 1 000

Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]

80 00196 6 1 050 128,50 / **80 00196 6 1 100** 129,00 / **80 00196 6 1 150** 129,50



93 568 960

Piston: 93568600; Cylinder liner: 88869190

93 568 961

Piston: 93568600; Cylinder liner: 89346190

93 568 962

Piston: 93568600; Cylinder liner: 89347190

93 568 963

Piston: 93568600; Cylinder liner: 89433190



88 869 190

T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5

89 346 190

T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.

89 347 190

T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.

89 433 190

T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5



78 711 600

PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.

87 315 694

SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B

87 315 794

SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm

87 376 600

SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G

87 376 610 0,25 / **87 376 620** 0,50 / **87 376 630** 0,75

87 377 604

SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G

87 377 610 0,25 / **87 377 614** 0,25 / **87 377 620** 0,50 / **87 377 624** 0,50 / **87 377 630** 0,75 / **87 377 634** 0,75 / **87 377 644** 1,00

M



16006

EX; 37 x 9 x 165.2 x S - Cr - 45° - VS - 5 - III

1658

EX; 37 x 9 x 165.3 x A/S - Cr - 45° - 5 - III

1657

IN; 42 x 9 x 129.8 x S - Cr - 45° - 5 - III



81-1641

EX; 15/ x 9 x 86.5 G1

81-1643

EX; 15.2/ x 9 x 86.5 G1

81-1665

EX; 15.3/ x 9 x 86.5 G1

81-1640

IN; 15/ x 9 x 68.5 G1

81-1642

IN; 15.2/ x 9 x 67.5 G1

81-1664

IN; 15.3/ x 9 x 67.5 G1



50 004 888

EX; 40.06 x 31 x 7.5; ST; 45°

92-16110

EX; 40.1 x 31 x 7.5; G1; 45°

92-16141

EX; 40.26 x 31 x 7.5; G1; 45°

92-16143

EX; 40.46 x 31 x 7.5; G1; 45°

92-16106

IN; 51.06 x 37 x 7.5; G1; 45°

50 004 887

IN; 51.07 x 37 x 7.5; ST; 45°

92-16140

IN; 51.26 x 37 x 7.5; G1; 45°

92-16142

IN; 51.46 x 37 x 7.5; G1; 45°

409

128

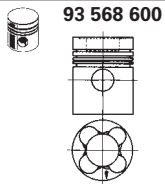


OM 355

II.Serie

09.1969→

D AN 5 9651 cm³ 2V €17,2:1 150



93 568 600

Cyl. Ø: 128; KH: 90.26; VT1: -1.1; MT: -27; MØ: 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4
93 568 620 128,50 / **93 568 630** 129,00

RTK

T6 3,5 MO G6
M 3,5 MO
N 3,5 MO
DSF 6,5 CR

→ **80 00196 1 1 ...**, **80 00196 6 1 ...**



80 00196 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]

80 00196 1 1 050 128,50 / **80 00196 1 1 100** 129,00 / **80 00196 1 1 150** 129,50

80 00196 6 1 000

Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]

80 00196 6 1 050 128,50 / **80 00196 6 1 100** 129,00 / **80 00196 6 1 150** 129,50



93 568 960

Piston: 93568600; Cylinder liner: 88869190

93 568 961

Piston: 93568600; Cylinder liner: 89346190

93 568 962

Piston: 93568600; Cylinder liner: 89347190

93 568 963

Piston: 93568600; Cylinder liner: 89433190



88 869 190

T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5

89 346 190

T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.

89 347 190

T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.



cont...



TRW
EngineComponents



MERCEDES-BENZ

89 433 190	T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5
 78 711 600	PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.
87 315 694	SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B
87 315 794	SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm
87 376 600	SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G 87 376 610 0,25 / 87 376 620 0,50 / 87 376 630 0,75
87 377 604	SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G 87 377 610 0,25 / 87 377 614 0,25 / 87 377 620 0,50 / 87 377 624 0,50 / 87 377 630 0,75 / 87 377 634 0,75 / 87 377 644 1,00
 50 004 888	EX; 40.06 x 31 x 7.5; ST; 45°
50 004 887	IN; 51.07 x 37 x 7.5; ST; 45°

410

128



OM 355

910, 912 - 913, 918

1967 →

D AN 6

11581 cm³

2V

169 kW

230 PS

ε 17,2:1

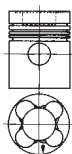
150



93 568 600

Cyl. Ø: 128; KH: 90.26; VT1: -1.1; MT: -27; MØ: 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4

93 568 620 128,50 / 93 568 630 129,00



RTK

T6 3,5 MO G6

M 3,5 MO

N 3,5 MO

DSF 6,5 CR

→ **80 00196 1 1 ...**, **80 00196 6 1 ...**



80 00196 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]

80 00196 1 1 050 128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50

80 00196 6 1 000

Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]

80 00196 6 1 050 128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50



93 568 960

Piston: 93568600; Cylinder liner: 88869190

93 568 961

Piston: 93568600; Cylinder liner: 89346190

93 568 962

Piston: 93568600; Cylinder liner: 89347190

93 568 963

Piston: 93568600; Cylinder liner: 89433190



88 869 190

T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5

89 346 190

T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.

89 347 190

T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.

89 433 190

T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5



78 711 600

PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.

87 314 694

SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B

87 314 794

SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm

87 388 690

SET NW-L SEMI Ø 53.270 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.670 / 58.000 / 55.000 / St/W; NW-L SEMI Ø 53.470 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.870 / 58.000 / 33.000 / St/W; NW-L SEMI Ø 53.770 / 58.000 / 30.000 / St/W

87 735 604

SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G
87 735 614 0,25 / 87 735 624 0,50 / 87 735 634 0,75 / 87 735 644 1,00

87 737 600

SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G
87 737 610 0,25 / 87 737 620 0,50 / 87 737 630 0,75 / 87 737 640 1,00



50 009 110

Length: 280; counterbore: 83; piston pin: 48; conrod parallel



16006

EX; 37 x 9 x 165.2 x S - Cr - 45° - VS - 5 - III

1658

EX; 37 x 9 x 165.3 x A/S - Cr - 45° - 5 - III

1603

EX; 37 x 9 x 165.9 x A - Cr - 30° - VS - 5 -

1657

IN; 42 x 9 x 129.8 x S - Cr - 45° - 5 - III

1602

IN; 42 x 9 x 130.6 x S - Cr - 30° - VS - 5 - III



81-1641

EX; 15/ x 9 x 86.5 G1

81-1643

EX; 15.2/ x 9 x 86.5 G1

81-1665

EX; 15.3/ x 9 x 86.5 G1

81-1640

IN; 15/ x 9 x 68.5 G1

81-1642

IN; 15.2/ x 9 x 67.5 G1

81-1664

IN; 15.3/ x 9 x 67.5 G1



50 004 888

EX; 40.06 x 31 x 7.5; ST; 45°

92-16110

EX; 40.1 x 31 x 7.5; G1; 45°

92-16143

EX; 40.46 x 31 x 7.5; G1; 45°

92-16106

IN; 51.06 x 37 x 7.5; G1; 45°

50 004 887

IN; 51.07 x 37 x 7.5; ST; 45°

92-16142

IN; 51.46 x 37 x 7.5; G1; 45°



50 006 370

CAM



50 005 829

M



411

128



OM 355

911, 915

01.1968→

D AN 6

11581 cm³

2V

169 kW

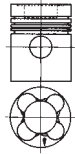
230 PS

ε 17,2:1

H 150



93 568 600



Cyl. Ø: 128; KH: 90.26; VT1: -1.1; MT: -27; MØ: 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4
93 568 620 128,50 / 93 568 630 129,00

RTK

T6 3,5 MO G6

M 3,5 MO

N 3,5 MO

DSF 6,5 CR

→ 80 00196 1 1 ..., 80 00196 6 1 ...



80 00196 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
80 00196 1 1 050 128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50

80 00196 6 1 000

Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
80 00196 6 1 050 128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50



93 568 960

Piston: 93568600; Cylinder liner: 88869190

93 568 961

Piston: 93568600; Cylinder liner: 89346190

93 568 962

Piston: 93568600; Cylinder liner: 89347190

93 568 963

Piston: 93568600; Cylinder liner: 89433190



88 869 190

T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5

89 346 190

T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.

89 347 190

T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.

89 433 190

T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5



78 711 600

PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.

87 314 694

SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B

87 314 794

SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm

87 388 690

SET NW-L SEMI Ø 53.270 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.670 / 58.000 / 55.000 / St/W; NW-L SEMI Ø 53.470 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.870 / 58.000 / 33.000 / St/W; NW-L SEMI Ø 53.770 / 58.000 / 30.000 / St/W

87 735 604

SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G
87 735 614 0,25 / 87 735 624 0,50 / 87 735 634 0,75 / 87 735 644 1,00

87 737 600

SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G
87 737 610 0,25 / 87 737 620 0,50 / 87 737 630 0,75 / 87 737 640 1,00



50 009 110

Length: 280; counterbore: 83; piston pin: 48; conrod parallel



16006

EX; 37 x 9 x 165.2 x S - Cr - 45° - VS - 5 - III

1658

EX; 37 x 9 x 165.3 x A/S - Cr - 45° - 5 - III

1603

EX; 37 x 9 x 165.9 x A - Cr - 30° - VS - 5 -

1657

IN; 42 x 9 x 129.8 x S - Cr - 45° - 5 - III

1602

IN; 42 x 9 x 130.6 x S - Cr - 30° - VS - 5 - III



81-1641

EX; 15/ x 9 x 86.5 G1

81-1643

EX; 15.2/ x 9 x 86.5 G1

81-1665

EX; 15.3/ x 9 x 86.5 G1

81-1640

IN; 15/ x 9 x 68.5 G1

81-1642

IN; 15.2/ x 9 x 67.5 G1

81-1664

IN; 15.3/ x 9 x 67.5 G1



50 004 888

EX; 40.06 x 31 x 7.5; ST; 45°

92-16110

EX; 40.1 x 31 x 7.5; G1; 45°

92-16143

EX; 40.46 x 31 x 7.5; G1; 45°

92-16106

IN; 51.06 x 37 x 7.5; G1; 45°

50 004 887

IN; 51.07 x 37 x 7.5; ST; 45°

92-16142

IN; 51.46 x 37 x 7.5; G1; 45°



50 006 370

CAM

412

128



OM 355

914

1967→1978

D AN 6

11581 cm³

2V

169 kW

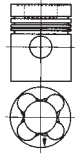
230 PS

ε 17,2:1

H 150



93 568 600



Cyl. Ø: 128; KH: 90.26; VT1: -1.1; MT: -27; MØ: 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4
93 568 620 128,50 / 93 568 630 129,00

RTK

T6 3,5 MO G6

M 3,5 MO

N 3,5 MO

DSF 6,5 CR

→ 80 00196 1 1 ..., 80 00196 6 1 ...



80 00196 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
80 00196 1 1 050 128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50

80 00196 6 1 000

Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]
80 00196 6 1 050 128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50



93 568 960

Piston: 93568600; Cylinder liner: 88869190

93 568 961

Piston: 93568600; Cylinder liner: 89346190

cont...



TRW
EngineComponents



MERCEDES-BENZ

	93 568 962	Piston: 93568600; Cylinder liner: 89347190		
	93 568 963	Piston: 93568600; Cylinder liner: 89433190		
	88 869 190	T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5		
	89 346 190	T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.		
	89 347 190	T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.		
	89 433 190	T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5		
	78 711 600	PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.		
	87 314 694	SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B		
	87 314 794	SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm		
	87 388 690	SET NW-L SEMI Ø 53.270 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.670 / 58.000 / 55.000 / St/W; NW-L SEMI Ø 53.470 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.870 / 58.000 / 33.000 / St/W; NW-L SEMI Ø 53.770 / 58.000 / 30.000 / St/W		
	87 735 604	SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G 87 735 614 0,25 / 87 735 624 0,50 / 87 735 634 0,75 / 87 735 644 1,00		
	87 737 600	SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G 87 737 610 0,25 / 87 737 620 0,50 / 87 737 630 0,75 / 87 737 640 1,00		
	50 009 110	Length: 280; counterbore: 83; piston pin: 48; conrod parallel		
	16006	EX; 37 x 9 x 165.2 x S - Cr - 45° - VS - 5 - III		81-1641 EX; 15/ x 9 x 86.5 G1
	1658	EX; 37 x 9 x 165.3 x A/S - Cr - 45° - 5 - III		81-1643 EX; 15.2/ x 9 x 86.5 G1
	1603	EX; 37 x 9 x 165.9 x A - Cr - 30° - VS - 5 -		81-1665 EX; 15.3/ x 9 x 86.5 G1
	1657	IN; 42 x 9 x 129.8 x S - Cr - 45° - 5 - III		81-1640 IN; 15/ x 9 x 68.5 G1
	1602	IN; 42 x 9 x 130.6 x S - Cr - 30° - VS - 5 - III		81-1635 IN; 15/ x 9 x 71 G1
	50 004 888	EX; 40.06 x 31 x 7.5; ST; 45°		81-1642 IN; 15.2/ x 9 x 67.5 G1
	92-16110	EX; 40.1 x 31 x 7.5; G1; 45°		81-1664 IN; 15.3/ x 9 x 67.5 G1
	92-16143	EX; 40.46 x 31 x 7.5; G1; 45°		
	92-16106	IN; 51.06 x 37 x 7.5; G1; 45°		
	50 004 887	IN; 51.07 x 37 x 7.5; ST; 45°		
	92-16142	IN; 51.46 x 37 x 7.5; G1; 45°		
	50 006 370	CAM		
	50 005 829			

M

413		128							
		OM 355	916						
			1967 → 1978	D AN 6	11581 cm ³	2V	169 kW	230 PS	ε 17,2:1 150
	93 568 600	Cyl. Ø: 128; KH: 90.26; VT1: -1.1; MT: -27; MØ: 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4 93 568 620 128,50 / 93 568 630 129,00							
		RTK							
		T6	3,5	MO	G6				
		M	3,5	MO					
		N	3,5	MO					
		DSF	6,5	CR					
		→ 80 00196 1 1 ... , 80 00196 6 1 ...							
	80 00196 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 1 1 050 128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50							
	80 00196 6 1 000	Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 6 1 050 128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50							
	93 568 960	Piston: 93568600; Cylinder liner: 88869190							
	93 568 961	Piston: 93568600; Cylinder liner: 89346190							
	93 568 962	Piston: 93568600; Cylinder liner: 89347190							
	93 568 963	Piston: 93568600; Cylinder liner: 89433190							
	88 869 190	T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5							
	89 346 190	T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.							
	89 347 190	T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.							
	89 433 190	T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5							
	78 711 600	PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.							
	87 314 694	SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B							
	87 314 794	SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm							
	87 388 690	SET NW-L SEMI Ø 53.270 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.670 / 58.000 / 55.000 / St/W; NW-L SEMI Ø 53.470 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.870 / 58.000 / 33.000 / St/W; NW-L SEMI Ø 53.770 / 58.000 / 30.000 / St/W							
	87 735 604	SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G 87 735 614 0,25 / 87 735 624 0,50 / 87 735 634 0,75 / 87 735 644 1,00							

cont...



TRW
EngineComponents



MERCEDES-BENZ

87 737 600	SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G 87 737 610 0,25 / 87 737 620 0,50 / 87 737 630 0,75 / 87 737 640 1,00		
50 009 110	Length: 280; counterbore: 83; piston pin: 48; conrod parallel		
16006	EX; 37 x 9 x 165.2 x S - Cr - 45° - VS - 5 - III	81-1641	EX; 15/ x 9 x 86.5 G1
1658	EX; 37 x 9 x 165.3 x A/S - Cr - 45° - 5 - III	81-1643	EX; 15.2/ x 9 x 86.5 G1
1603	EX; 37 x 9 x 165.9 x A - Cr - 30° - VS - 5 -	81-1665	EX; 15.3/ x 9 x 86.5 G1
1657	IN; 42 x 9 x 129.8 x S - Cr - 45° - 5 - III	81-1640	IN; 15/ x 9 x 68.5 G1
1602	IN; 42 x 9 x 130.6 x S - Cr - 30° - VS - 5 - III	81-1635	IN; 15/ x 9 x 71 G1
50 004 888	EX; 40.06 x 31 x 7.5; ST; 45°	81-1642	IN; 15.2/ x 9 x 67.5 G1
92-16110	EX; 40.1 x 31 x 7.5; G1; 45°	81-1664	IN; 15.3/ x 9 x 67.5 G1
92-16143	EX; 40.46 x 31 x 7.5; G1; 45°		
92-16106	IN; 51.06 x 37 x 7.5; G1; 45°		
50 004 887	IN; 51.07 x 37 x 7.5; ST; 45°		
92-16142	IN; 51.46 x 37 x 7.5; G1; 45°		
50 005 829			

414	128		
OM 355	960, 962 - 964, 966, 975 - 976		
	09.1967→	D AN 6	11581 cm ³ 2V 155-177 kW 210-240 PS £17,2:1 150

93 568 600	Cyl. Ø: 128; KH: 90.26; VT1: -1.1; MT: -27; MØ: 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4 93 568 620 128,50 / 93 568 630 129,00 RTK T6 3,5 MO G6 M 3,5 MO N 3,5 MO DSF 6,5 CR → 80 00196 1 1 ... , 80 00196 6 1 ...		
80 00196 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 1 1 050 128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50		
80 00196 6 1 000	Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 6 1 050 128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50		
93 568 960	Piston: 93568600; Cylinder liner: 88869190		
93 568 961	Piston: 93568600; Cylinder liner: 89346190		
93 568 962	Piston: 93568600; Cylinder liner: 89347190		
93 568 963	Piston: 93568600; Cylinder liner: 89433190		
88 869 190	T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5		
89 346 190	T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.		
89 347 190	T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.		
89 433 190	T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5		
78 711 600	PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.		
87 314 694	SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B		
87 314 794	SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm		
87 388 690	SET NW-L SEMI Ø 53.270 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.670 / 58.000 / 55.000 / St/W; NW-L SEMI Ø 53.470 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.770 / 58.000 / 33.000 / St/W; NW-L SEMI Ø 53.770 / 58.000 / 30.000 / St/W		
87 735 604	SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G 87 735 614 0,25 / 87 735 624 0,50 / 87 735 634 0,75 / 87 735 644 1,00		
87 737 600	SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G 87 737 610 0,25 / 87 737 620 0,50 / 87 737 630 0,75 / 87 737 640 1,00		
50 009 110	Length: 280; counterbore: 83; piston pin: 48; conrod parallel		
16006	EX; 37 x 9 x 165.2 x S - Cr - 45° - VS - 5 - III	81-1641	EX; 15/ x 9 x 86.5 G1
1658	EX; 37 x 9 x 165.3 x A/S - Cr - 45° - 5 - III	81-1643	EX; 15.2/ x 9 x 86.5 G1
1657	IN; 42 x 9 x 129.8 x S - Cr - 45° - 5 - III	81-1665	EX; 15.3/ x 9 x 86.5 G1
50 004 888	EX; 40.06 x 31 x 7.5; ST; 45°	81-1640	IN; 15/ x 9 x 68.5 G1
92-16110	EX; 40.1 x 31 x 7.5; G1; 45°	81-1642	IN; 15.2/ x 9 x 67.5 G1
92-16143	EX; 40.46 x 31 x 7.5; G1; 45°	81-1664	IN; 15.3/ x 9 x 67.5 G1
92-16106	IN; 51.06 x 37 x 7.5; G1; 45°		
50 004 887	IN; 51.07 x 37 x 7.5; ST; 45°		
92-16142	IN; 51.46 x 37 x 7.5; G1; 45°		
50 006 370	CAM		

cont...



TRW
EngineComponents



MERCEDES-BENZ



50 005 211

maintenance-free



50 005 829

415

128



OM 355

969

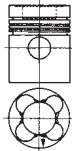
11.1978 → 02.2001 D A 6 11581 cm³ 2V 207 kW 280 PS ϵ 16,5:1 150



92 582 600

Cyl. \varnothing : 128; KH: 90.26; VT1: -2; VT2: -2.2; MT: -28.5; M \varnothing : 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4

92 582 610 128,50 / 92 582 620 129,00



RTK

T6 3,5 MO G6

M 3,5 MO

N 3,5 MO

DSF 6,5 CR

→ 80 00196 1 1 ..., 80 00196 6 1 ...



80 00196 1 1 000

Cyl. \varnothing : 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]

80 00196 1 1 050 128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50

80 00196 6 1 000

Cyl. \varnothing : 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]

80 00196 6 1 050 128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50



92 582 960

Piston: 92582600; Cylinder liner: 88869190

92 582 961

Piston: 92582600; Cylinder liner: 89346190

92 582 962

Piston: 92582600; Cylinder liner: 89347190

92 582 963

Piston: 92582600; Cylinder liner: 89433190



88 869 190

T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5

89 346 190

T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.

89 347 190

T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.

89 433 190

T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5



78 711 600

PAIR PL-L STD \varnothing 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston \varnothing 90 mm.

87 314 694

SET PL-B SEMI \varnothing 48.000 / 52.000 / 45.000 / St/B

87 314 794

SET PL-B SEMI \varnothing 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm

87 388 690

SET NW-L SEMI \varnothing 53.270 / 58.000 / 30.000 / St/W; NW-L SEMI \varnothing 53.670 / 58.000 / 55.000 / St/W; NW-L SEMI \varnothing 53.470 /

58.000 / 30.000 / St/W; NW-L SEMI \varnothing 53.870 / 58.000 / 33.000 / St/W; NW-L SEMI \varnothing 53.770 / 58.000 / 30.000 / St/W

87 735 604

SET HL STD \varnothing 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD \varnothing 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD \varnothing

95.000 / 102.000 / 64.800 / 3.472 St/B/G

87 735 614 0,25 / 87 735 624 0,50 / 87 735 634 0,75 / 87 735 644 1,00

87 737 600

SET PL STD \varnothing 78.000 / 83.000 / 41.750 / 2.468 St/B/G

87 737 610 0,25 / 87 737 620 0,50 / 87 737 630 0,75 / 87 737 640 1,00



50 009 110

Length: 280; counterbore: 83; piston pin: 48; conrod parallel



1603

EX; 37 x 9 x 165.9 x A - Cr - 30° - VS - 5 -

1657

IN; 42 x 9 x 129.8 x S - Cr - 45° - 5 - III

1602

IN; 42 x 9 x 130.6 x S - Cr - 30° - VS - 5 - III



50 004 888

EX; 40.06 x 31 x 7.5; ST; 45°

92-16118

EX; 56.11 x 45 x 10.5; G1

92-16146

EX; 56.21 x 45 x 10.5; G1

92-16144

IN; 46.11 x 36 x 10; G1; 30°

92-16145

IN; 46.21 x 36 x 10; G1; 30°

50 004 887

IN; 51.07 x 37 x 7.5; ST; 45°



81-1641

EX; 15/ x 9 x 86.5 G1

81-1643

EX; 15.2/ x 9 x 86.5 G1

81-1665

EX; 15.3/ x 9 x 86.5 G1

81-1640

IN; 15/ x 9 x 68.5 G1

81-1642

IN; 15.2/ x 9 x 67.5 G1

81-1664

IN; 15.3/ x 9 x 67.5 G1



50 005 211

maintenance-free

416

128



OM 355

968

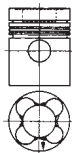
01.1974 → D A 6 11581 cm³ 2V 191 kW 260 PS ϵ 16,5:1 150



92 582 600

Cyl. \varnothing : 128; KH: 90.26; VT1: -2; VT2: -2.2; MT: -28.5; M \varnothing : 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4

92 582 610 128,50 / 92 582 620 129,00



RTK

T6 3,5 MO G6

M 3,5 MO

N 3,5 MO

DSF 6,5 CR

→ 80 00196 1 1 ..., 80 00196 6 1 ...



80 00196 1 1 000

Cyl. \varnothing : 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]

80 00196 1 1 050 128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50

80 00196 6 1 000

Cyl. \varnothing : 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]

80 00196 6 1 050 128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50



92 582 960

Piston: 92582600; Cylinder liner: 88869190

92 582 961

Piston: 92582600; Cylinder liner: 89346190

cont...

M



TRW
EngineComponents



MERCEDES-BENZ

	92 582 962	Piston: 92582600; Cylinder liner: 89347190	
	92 582 963	Piston: 92582600; Cylinder liner: 89433190	
	88 869 190	T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5	
	89 346 190	T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.	
	89 347 190	T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.	
	89 433 190	T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5	
	78 711 600	PAIR PL-L STD \varnothing 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston \varnothing 90 mm.	
	87 314 694	SET PL-B SEMI \varnothing 48.000 / 52.000 / 45.000 / St/B	
	87 314 794	SET PL-B SEMI \varnothing 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm	
	87 388 690	SET NW-L SEMI \varnothing 53.270 / 58.000 / 30.000 / St/W; NW-L SEMI \varnothing 53.670 / 58.000 / 55.000 / St/W; NW-L SEMI \varnothing 53.470 / 58.000 / 30.000 / St/W; NW-L SEMI \varnothing 53.870 / 58.000 / 33.000 / St/W; NW-L SEMI \varnothing 53.770 / 58.000 / 30.000 / St/W	
	87 735 604	SET HL STD \varnothing 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD \varnothing 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD \varnothing 95.000 / 102.000 / 64.800 / 3.472 St/B/G 87 735 614 0,25 / 87 735 624 0,50 / 87 735 634 0,75 / 87 735 644 1,00	
	87 737 600	SET PL STD \varnothing 78.000 / 83.000 / 41.750 / 2.468 St/B/G 87 737 610 0,25 / 87 737 620 0,50 / 87 737 630 0,75 / 87 737 640 1,00	
	50 009 110	Length: 280; counterbore: 83; piston pin: 48; conrod parallel	
	1603	EX; 37 x 9 x 165.9 x A - Cr - 30° - VS - 5 -	
	1657	IN; 42 x 9 x 129.8 x S - Cr - 45° - 5 - III	81-1641 EX; 15/ x 9 x 86.5 G1
	1602	IN; 42 x 9 x 130.6 x S - Cr - 30° - VS - 5 - III	81-1643 EX; 15.2/ x 9 x 86.5 G1
	50 004 888	EX; 40.06 x 31 x 7.5; ST; 45°	81-1665 EX; 15.3/ x 9 x 86.5 G1
	92-16118	EX; 56.11 x 45 x 10.5; G1	81-1640 IN; 15/ x 9 x 68.5 G1
	92-16146	EX; 56.21 x 45 x 10.5; G1	81-1642 IN; 15.2/ x 9 x 67.5 G1
	92-16144	IN; 46.11 x 36 x 10; G1; 30°	81-1664 IN; 15.3/ x 9 x 67.5 G1
	92-16145	IN; 46.21 x 36 x 10; G1; 30°	
	50 004 887	IN; 51.07 x 37 x 7.5; ST; 45°	
	50 005 211	maintenance-free	
			50 005 829

417

128

OM 355

970, 974

D AN 6 11581 cm³ 2V 176-191 kW 240-260 PS ϵ 17,2:1 η 150

M

	93 568 600	Cyl. \varnothing : 128; KH: 90.26; VT1: -1.1; MT: -27; M \varnothing : 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4 93 568 620 128,50 / 93 568 630 129,00
	80 00196 1 1 000	RTK T6 3,5 MO G6 M 3,5 MO N 3,5 MO DSF 6,5 CR → 80 00196 1 1 ... , 80 00196 6 1 ...
	80 00196 1 1 050	Cyl. \varnothing : 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50
	80 00196 6 1 000	Cyl. \varnothing : 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 6 1 050 128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50
	93 568 960	Piston: 93568600; Cylinder liner: 88869190
	93 568 961	Piston: 93568600; Cylinder liner: 89346190
	93 568 962	Piston: 93568600; Cylinder liner: 89347190
	93 568 963	Piston: 93568600; Cylinder liner: 89433190
	88 869 190	T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5
	89 346 190	T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.
	89 347 190	T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.
	89 433 190	T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5
	78 711 600	PAIR PL-L STD \varnothing 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston \varnothing 90 mm.
	87 314 694	SET PL-B SEMI \varnothing 48.000 / 52.000 / 45.000 / St/B
	87 314 794	SET PL-B SEMI \varnothing 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm
	87 388 690	SET NW-L SEMI \varnothing 53.270 / 58.000 / 30.000 / St/W; NW-L SEMI \varnothing 53.670 / 58.000 / 55.000 / St/W; NW-L SEMI \varnothing 53.470 / 58.000 / 30.000 / St/W; NW-L SEMI \varnothing 53.870 / 58.000 / 33.000 / St/W; NW-L SEMI \varnothing 53.770 / 58.000 / 30.000 / St/W
	87 735 604	SET HL STD \varnothing 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD \varnothing 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD \varnothing 95.000 / 102.000 / 64.800 / 3.472 St/B/G 87 735 614 0,25 / 87 735 624 0,50 / 87 735 634 0,75 / 87 735 644 1,00
	87 737 600	SET PL STD \varnothing 78.000 / 83.000 / 41.750 / 2.468 St/B/G 87 737 610 0,25 / 87 737 620 0,50 / 87 737 630 0,75 / 87 737 640 1,00
	50 009 110	Length: 280; counterbore: 83; piston pin: 48; conrod parallel

cont...



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

16006	EX; 37 x 9 x 165.2 x S - Cr - 45° - VS - 5 - III	81-1643	EX; 15.2/ x 9 x 86.5 G1
1658	EX; 37 x 9 x 165.3 x A/S - Cr - 45° - 5 - III	81-1665	EX; 15.3/ x 9 x 86.5 G1
1657	IN; 42 x 9 x 129.8 x S - Cr - 45° - 5 - III	50 004 888	EX; 40.06 x 31 x 7.5; ST; 45°
		92-16110	EX; 40.1 x 31 x 7.5; G1; 45°
		92-16143	EX; 40.46 x 31 x 7.5; G1; 45°
		92-16106	IN; 51.06 x 37 x 7.5; G1; 45°
		50 004 887	IN; 51.07 x 37 x 7.5; ST; 45°
		92-16142	IN; 51.46 x 37 x 7.5; G1; 45°
50 006 370	CAM		
50 005 211	maintenance-free	50 005 829	

418 **128**
OM 355 **975-005 (AFS), 975-006 (AFS)**
D AN 6 11581 cm³ 2V 176 kW 240 PS ϵ 17,2:1 150

93 568 600	Cyl. \varnothing : 128; KH: 90.26; VT1: -1.1; MT: -27; M \varnothing : 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4 93 568 620 128,50 / 93 568 630 129,00 RTK T6 3,5 MO G6 M 3,5 MO N 3,5 MO DSF 6,5 CR → 80 00196 1 1 ... , 80 00196 6 1 ...
80 00196 1 1 000	Cyl. \varnothing : 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 1 1 050 128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50
80 00196 6 1 000	Cyl. \varnothing : 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 6 1 050 128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50
93 568 960	Piston: 93568600; Cylinder liner: 88869190
93 568 961	Piston: 93568600; Cylinder liner: 89346190
93 568 962	Piston: 93568600; Cylinder liner: 89347190
93 568 963	Piston: 93568600; Cylinder liner: 89433190
88 869 190	T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5
89 346 190	T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.
89 347 190	T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.
89 433 190	T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5
78 711 600	PAIR PL-L STD \varnothing 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston \varnothing 90 mm.
87 314 694	SET PL-B SEMI \varnothing 48.000 / 52.000 / 45.000 / St/B
87 314 794	SET PL-B SEMI \varnothing 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm
87 388 690	SET NW-L SEMI \varnothing 53.270 / 58.000 / 30.000 / St/W; NW-L SEMI \varnothing 53.670 / 58.000 / 55.000 / St/W; NW-L SEMI \varnothing 53.470 / 58.000 / 30.000 / St/W; NW-L SEMI \varnothing 53.870 / 58.000 / 33.000 / St/W; NW-L SEMI \varnothing 53.770 / 58.000 / 30.000 / St/W
87 735 604	SET HL STD \varnothing 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD \varnothing 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD \varnothing 95.000 / 102.000 / 64.800 / 3.472 St/B/G 87 735 614 0,25 / 87 735 624 0,50 / 87 735 634 0,75 / 87 735 644 1,00
87 737 600	SET PL STD \varnothing 78.000 / 83.000 / 41.750 / 2.468 St/B/G 87 737 610 0,25 / 87 737 620 0,50 / 87 737 630 0,75 / 87 737 640 1,00

16006	EX; 37 x 9 x 165.2 x S - Cr - 45° - VS - 5 - III	81-1641	EX; 15/ x 9 x 86.5 G1
1658	EX; 37 x 9 x 165.3 x A/S - Cr - 45° - 5 - III	81-1643	EX; 15.2/ x 9 x 86.5 G1
1657	IN; 42 x 9 x 129.8 x S - Cr - 45° - 5 - III	81-1665	EX; 15.3/ x 9 x 86.5 G1
92-16110	EX; 40.1 x 31 x 7.5; G1; 45°	81-1640	IN; 15/ x 9 x 68.5 G1
92-16143	EX; 40.46 x 31 x 7.5; G1; 45°	81-1642	IN; 15.2/ x 9 x 67.5 G1
92-16106	IN; 51.06 x 37 x 7.5; G1; 45°	81-1664	IN; 15.3/ x 9 x 67.5 G1
92-16140	IN; 51.26 x 37 x 7.5; G1; 45°		
92-16142	IN; 51.46 x 37 x 7.5; G1; 45°		

419 **128**
OM 355 **976-001 (AFS), 976-002 (AFS), 976-003 (AFS), 976-004 (AFS), 976-007 (AFS)**
D AN 6 11581 cm³ 2V 177 kW 240 PS ϵ 17,2:1 150

93 568 600	Cyl. \varnothing : 128; KH: 90.26; VT1: -1.1; MT: -27; M \varnothing : 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4 93 568 620 128,50 / 93 568 630 129,00 RTK T6 3,5 MO G6 M 3,5 MO N 3,5 MO DSF 6,5 CR → 80 00196 1 1 ... , 80 00196 6 1 ...
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TRW
EngineComponents



MERCEDES-BENZ

	80 00196 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 1 1 050 128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50
	80 00196 6 1 000	Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 6 1 050 128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50
	93 568 960	Piston: 93568600; Cylinder liner: 88869190
	93 568 961	Piston: 93568600; Cylinder liner: 89346190
	93 568 962	Piston: 93568600; Cylinder liner: 89347190
	93 568 963	Piston: 93568600; Cylinder liner: 89433190
	88 869 190	T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5
	89 346 190	T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.
	89 347 190	T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.
	89 433 190	T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5
	78 711 600	PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.
	87 314 694	SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B
	87 314 794	SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm
	87 388 690	SET NW-L SEMI Ø 53.270 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.670 / 58.000 / 55.000 / St/W; NW-L SEMI Ø 53.470 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.870 / 58.000 / 33.000 / St/W; NW-L SEMI Ø 53.770 / 58.000 / 30.000 / St/W
	87 735 604	SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G 87 735 614 0,25 / 87 735 624 0,50 / 87 735 634 0,75 / 87 735 644 1,00
	87 737 600	SET PL STD Ø 78.000 / 83.000 / 41.750 / 2.468 St/B/G 87 737 610 0,25 / 87 737 620 0,50 / 87 737 630 0,75 / 87 737 640 1,00
	16006	EX; 37 x 9 x 165.2 x S - Cr - 45° - VS - 5 - III
	1658	EX; 37 x 9 x 165.3 x A/S - Cr - 45° - 5 - III
	1657	IN; 42 x 9 x 129.8 x S - Cr - 45° - 5 - III
	92-16110	EX; 40.1 x 31 x 7.5; G1; 45°
	92-16141	EX; 40.26 x 31 x 7.5; G1; 45°
	92-16143	EX; 40.46 x 31 x 7.5; G1; 45°
	92-16106	IN; 51.06 x 37 x 7.5; G1; 45°
	92-16140	IN; 51.26 x 37 x 7.5; G1; 45°
	92-16142	IN; 51.46 x 37 x 7.5; G1; 45°
	50 006 370	CAM
		81-1641 EX; 15/ x 9 x 86.5 G1
		81-1643 EX; 15.2/ x 9 x 86.5 G1
		81-1665 EX; 15.3/ x 9 x 86.5 G1
		81-1640 IN; 15/ x 9 x 68.5 G1
		81-1642 IN; 15.2/ x 9 x 67.5 G1
		81-1664 IN; 15.3/ x 9 x 67.5 G1

M

420

128



OM 355

979 - 980 (ITA), 981 - 982 (SUI)

01.1978→

D AN 6

11581 cm³

2V

176-184 kW

240-250 PS

ε 17,2:1

H 150



93 568 600

Cyl. Ø: 128; KH: 90.26; VT1: -1.1; MT: -27; MØ: 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4

93 568 620 128,50 / **93 568 630** 129,00

RTK

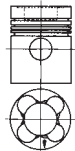
T6 3,5 MO G6

M 3,5 MO

N 3,5 MO

DSF 6,5 CR

→ **80 00196 1 1 ...**, **80 00196 6 1 ...**



80 00196 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]

80 00196 1 1 050 128,50 / **80 00196 1 1 100** 129,00 / **80 00196 1 1 150** 129,50

80 00196 6 1 000

Cyl. Ø: 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5]

80 00196 6 1 050 128,50 / **80 00196 6 1 100** 129,00 / **80 00196 6 1 150** 129,50



93 568 960

Piston: 93568600; Cylinder liner: 88869190

93 568 961

Piston: 93568600; Cylinder liner: 89346190

93 568 962

Piston: 93568600; Cylinder liner: 89347190

93 568 963

Piston: 93568600; Cylinder liner: 89433190



88 869 190

T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5

89 346 190

T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm.

89 347 190

T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm.

89 433 190

T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5



78 711 600

PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.

87 314 694

SET PL-B SEMI Ø 48.000 / 52.000 / 45.000 / St/B

87 314 794

SET PL-B SEMI Ø 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm

87 388 690

SET NW-L SEMI Ø 53.270 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.670 / 58.000 / 55.000 / St/W; NW-L SEMI Ø 53.470 / 58.000 / 30.000 / St/W; NW-L SEMI Ø 53.870 / 58.000 / 33.000 / St/W; NW-L SEMI Ø 53.770 / 58.000 / 30.000 / St/W

87 735 604

SET HL STD Ø 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD Ø 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD Ø 95.000 / 102.000 / 64.800 / 3.472 St/B/G

87 735 614 0,25 / **87 735 624** 0,50 / **87 735 634** 0,75 / **87 735 644** 1,00

cont...



TRW
EngineComponents



MERCEDES-BENZ

87 737 600	SET PL STD \varnothing 78.000 / 83.000 / 41.750 / 2.468 St/B/G 87 737 610 0,25 / 87 737 620 0,50 / 87 737 630 0,75 / 87 737 640 1,00		
16006 1658 1657	EX; 37 x 9 x 165.2 x S - Cr - 45° - VS - 5 - III EX; 37 x 9 x 165.3 x A/S - Cr - 45° - 5 - III IN; 42 x 9 x 129.8 x S - Cr - 45° - 5 - III	81-1641 81-1643 81-1665 81-1640 81-1642 81-1664	EX; 15/ x 9 x 86.5 G1 EX; 15.2/ x 9 x 86.5 G1 EX; 15.3/ x 9 x 86.5 G1 IN; 15/ x 9 x 68.5 G1 IN; 15.2/ x 9 x 67.5 G1 IN; 15.3/ x 9 x 67.5 G1
50 004 888 92-16110 92-16143 92-16106 50 004 887 92-16142	EX; 40.06 x 31 x 7.5; ST; 45° EX; 40.1 x 31 x 7.5; G1; 45° EX; 40.46 x 31 x 7.5; G1; 45° IN; 51.06 x 37 x 7.5; G1; 45° IN; 51.07 x 37 x 7.5; ST; 45° IN; 51.46 x 37 x 7.5; G1; 45°		
50 006 370	CAM		
50 005 211	maintenance-free	50 005 829	
421	128		
OM 355	983 - 984 09.1967 →	D AN 6 11581 cm ³ 2V 176 kW 240 PS	€ 17,2:1 150
93 568 600	Cyl. \varnothing : 128; KH: 90.26; VT1: -1.1; MT: -27; M \varnothing : 70; GL: 161.26; piston pin: 48x108; number of piston rings: 4 93 568 620 128,50 / 93 568 630 129,00 RTK T6 3,5 MO G6 M 3,5 MO N 3,5 MO DSF 6,5 CR → 80 00196 1 1 ... , 80 00196 6 1 ...		
80 00196 1 1 000 80 00196 6 1 000	Cyl. \varnothing : 128; Set: 1; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 1 1 050 128,50 / 80 00196 1 1 100 129,00 / 80 00196 1 1 150 129,50 Cyl. \varnothing : 128; Set: 6; [T6 G6 MO 3.5] [M 3.5] [N 3.5] [DSF CR 6.5] 80 00196 6 1 050 128,50 / 80 00196 6 1 100 129,00 / 80 00196 6 1 150 129,50		
93 568 960 93 568 961 93 568 962 93 568 963	Piston: 93568600; Cylinder liner: 88869190 Piston: 93568600; Cylinder liner: 89346190 Piston: 93568600; Cylinder liner: 89347190 Piston: 93568600; Cylinder liner: 89433190		
88 869 190 89 346 190 89 347 190 89 433 190	T - Dry cylinder liner; semi; A=133.5 C=137.5 L=287.5 H=5.5 T - Dry cylinder liner; semi; A=133.6 C=137.5 L=287.5 H=5.5, outside oversize + 0,10 mm. T - Dry cylinder liner; semi; A=133.7 C=137.5 L=287.5 H=5.5, outside oversize + 0,20 mm. T - Dry cylinder liner; semi; A=134 C=138 L=287.5 H=5.5		
78 711 600 87 314 694 87 314 794 87 388 690 87 735 604 87 737 600	PAIR PL-L STD \varnothing 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston \varnothing 90 mm. SET PL-B SEMI \varnothing 48.000 / 52.000 / 45.000 / St/B SET PL-B SEMI \varnothing 48.000 / 52.500 / 45.000 / St/B, outside oversize + 0,50 mm SET NW-L SEMI \varnothing 53.270 / 58.000 / 30.000 / St/W; NW-L SEMI \varnothing 53.670 / 58.000 / 55.000 / St/W; NW-L SEMI \varnothing 53.470 / 58.000 / 30.000 / St/W; NW-L SEMI \varnothing 53.870 / 58.000 / 33.000 / St/W; NW-L SEMI \varnothing 53.770 / 58.000 / 30.000 / St/W SET HL STD \varnothing 95.000 / 100.000 / 52.150 / 2.470 St/B/G; HL STD \varnothing 95.000 / 100.000 / 35.150 / 2.470 St/B/G; PASS-L STD \varnothing 95.000 / 102.000 / 64.800 / 3.472 St/B/G 87 735 614 0,25 / 87 735 624 0,50 / 87 735 634 0,75 / 87 735 644 1,00 SET PL STD \varnothing 78.000 / 83.000 / 41.750 / 2.468 St/B/G 87 737 610 0,25 / 87 737 620 0,50 / 87 737 630 0,75 / 87 737 640 1,00		
50 009 110	Length: 280; counterbore: 83; piston pin: 48; conrod parallel		
16006 1658 1657	EX; 37 x 9 x 165.2 x S - Cr - 45° - VS - 5 - III EX; 37 x 9 x 165.3 x A/S - Cr - 45° - 5 - III IN; 42 x 9 x 129.8 x S - Cr - 45° - 5 - III	81-1641 81-1643 81-1665 81-1640 81-1642 81-1664	EX; 15/ x 9 x 86.5 G1 EX; 15.2/ x 9 x 86.5 G1 EX; 15.3/ x 9 x 86.5 G1 IN; 15/ x 9 x 68.5 G1 IN; 15.2/ x 9 x 67.5 G1 IN; 15.3/ x 9 x 67.5 G1
50 004 888 92-16110 92-16143 92-16146 92-16106 50 004 887 92-16142	EX; 40.06 x 31 x 7.5; ST; 45° EX; 40.1 x 31 x 7.5; G1; 45° EX; 40.46 x 31 x 7.5; G1; 45° EX; 56.21 x 45 x 10.5; G1 IN; 51.06 x 37 x 7.5; G1; 45° IN; 51.07 x 37 x 7.5; ST; 45° IN; 51.46 x 37 x 7.5; G1; 45°		
50 006 370	CAM		
50 005 211	maintenance-free	50 005 829	

M



422

128

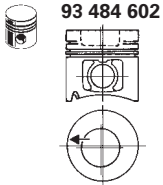
OM 421

900/-000

1979→

D AN 6 10965 cm³ 2V

142

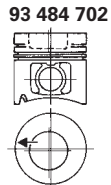


93 484 602

Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK

T6 3 MO G6
NM 3 MO G3
DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
pin inner diametre 21,00 mm



93 484 702

Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK

T6 3 MO G6
NM 3 MO G3
DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
from engine no. 007 893
pin inner diametre 24,00 mm



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



93 484 962

Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 964

Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 965

Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 966

Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 180 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 692 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 367 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 367 694 SEMI / 87 367 600 STD

87 403 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00

87 404 600

SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
87 404 605 0,10 / 87 404 610 0,25 / 87 404 620 0,50 / 87 404 630 0,75 / 87 404 640 1,00



50 009 133

Length: 256; counterbore: 95; piston pin: 46; conrod parallel

50 009 130

Length: 256; counterbore: 95; piston pin: 46; keystone conrod



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

1608

EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16104

EX; 53.11 x 43 x 9.7; G1; 45°

92-16148

EX; 53.31 x 43 x 9.9; G1; 45°

92-16105

EX; 53.51 x 43 x 10.2; G1; 45°

cont...



	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°

50 006 358 CAM

50 005 210
50 005 615

423		128
	OM 421	901-410
		02.1984 → D A 6 10965 cm ³ 2V 142
	OM 421	901-500, 901-510
		02.1984 → D LA 6 10965 cm ³ 2V 142

93 484 602 Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK
T6 3 MO G6
NM 3 MO G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
pin inner diameter 21,00 mm

93 484 702 Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK
T6 3 MO G6
NM 3 MO G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
from engine no. 007 893
pin inner diameter 24,00 mm

93 485 600 Cyl. Ø: 128; KH: 81.35; MT: -25.4; MØ: 70; GL: 126.35; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

93 649 600 Cyl. Ø: 128; KH: 81.35; MT: -25.6; GL: 126.35; piston pin: 46x105; number of piston rings: 3
KKK, RTK
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
Piston with cooling channel for units

80 00195 1 0 000 Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 1 1 000 Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
80 00195 1 2 000 Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
80 00195 1 3 000 Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 2 2 000 Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

93 484 962 Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 484 964 Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 484 965 Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 484 966 Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 485 962 Piston: 93485600; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 485 964 Piston: 93485600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 485 965 Piston: 93485600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 649 962 Piston: 93649600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 649 963 Piston: 93649600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

cont...



TRW
EngineComponents



MERCEDES-BENZ

	89 180 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 367 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 367 694 SEMI / 87 367 600 STD
	87 403 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III
	50 005 837	
		LK-1610
		50 004 893 EX; 53.11 x 43 x 9.2; ST; 45°
		50 004 892 IN; 60.11 x 51 x 8.9; ST; 30°
		50 004 890 IN; 61.11 x 51 x 9; ST; 30°

M

424

128

OM 421

901/-400

02.1984 →

D

A

6

10965 cm³

2V

142

	93 485 600	Cyl. Ø: 128; KH: 81.35; MT: -25.4; MØ: 70; GL: 126.35; piston pin: 46x105; number of piston rings: 3 FBo, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	93 649 600	Cyl. Ø: 128; KH: 81.35; MT: -25.6; GL: 126.35; piston pin: 46x105; number of piston rings: 3 KKK, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... Piston with cooling channel for units
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	93 485 962	Piston: 93485600; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 485 964	Piston: 93485600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 485 965	Piston: 93485600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 649 962	Piston: 93649600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 649 963	Piston: 93649600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

cont...



TRW
EngineComponents



MERCEDES-BENZ

	89 180 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 367 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 367 694 SEMI / 87 367 600 STD
	87 403 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III
	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°

50 005 837

425		128						
	OM 421	905						
	D	AN 6	10965 cm ³	2V	159 kW	216 PS	£16,9:1	142

	93 484 602	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... pin inner diametre 21,00 mm
	93 484 702	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... from engine no. 007 893 pin inner diametre 24,00 mm
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

cont...



TRW
EngineComponents



MERCEDES-BENZ

	93 484 962	Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	93 484 964	Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	93 484 965	Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	93 484 966	Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 180 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	78 692 600	PAIR PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00	
	78 693 600	PAIR HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00	
	78 694 604	PAIR PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00	
	78 709 600	PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston \varnothing 90 mm.	
	87 349 690	SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B	
	87 367 690	SET NW-L SEMI \varnothing 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI \varnothing 69.940 / 76.000 / 35.000 / St/B 87 367 694 SEMI / 87 367 600 STD	
	87 403 604	SET HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00	
	87 404 600	SET PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 87 404 605 0,10 / 87 404 610 0,25 / 87 404 620 0,50 / 87 404 630 0,75 / 87 404 640 1,00	
M		50 009 133	Length: 256; counterbore: 95; piston pin: 46; conrod parallel
		50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
		16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
		16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
		1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
		16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
		16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
		1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III
		50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
		92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
		92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
		92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
		92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
		50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
		92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
		92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
		50 004 890	IN; 61.11 x 51 x 9; ST; 30°
		50 006 358	CAM
		50 005 210	

	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-1647	IN/EX; 18.03/ x 12 x 67 G1
	81-1648	IN/EX; 18.23/ x 12 x 67 G1
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-1649	IN/EX; 18.43/ x 12 x 67 G1
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

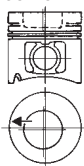
426		128									
	OM 421	906 - 907, 910									
			D	AN	6	10965 cm ³	2V	159 kW	216 PS	€ 16,9:1	142

	93 484 602	Cyl. \varnothing : 128; KH: 81.35; MT: -24.1; M \varnothing : 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
		RTK
		T6 3 MO G6
		NM 3 MO G3
		DSF 4 CR
		→ 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
		pin inner diameter 21,00 mm

cont...



93 484 702



Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK
T6 3 MO G6
NM 3 MO G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
from engine no. 007 893
pin inner diameter 24,00 mm



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



93 484 962

Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 964

Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 965

Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 966

Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 180 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 692 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 367 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 367 694 SEMI / 87 367 600 STD

87 403 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00

87 404 600

SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
87 404 605 0,10 / 87 404 610 0,25 / 87 404 620 0,50 / 87 404 630 0,75 / 87 404 640 1,00



50 009 133

Length: 256; counterbore: 95; piston pin: 46; conrod parallel

50 009 130

Length: 256; counterbore: 95; piston pin: 46; keystone conrod



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

1608

EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16104

EX; 53.11 x 43 x 9.7; G1; 45°

92-16148

EX; 53.31 x 43 x 9.9; G1; 45°

92-16105

EX; 53.51 x 43 x 10.2; G1; 45°

92-16100

IN; 60.11 x 51 x 8.9; G1; 30°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16147

IN; 60.31 x 51 x 9.1; G1; 30°

92-16101

IN; 60.51 x 51 x 9.3; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°



50 006 358

CAM



50 005 210



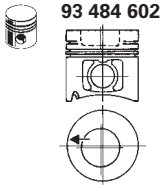
427

128

OM 421

909

D AN 6 10965 cm³ 2V 159 kW 216 PS € 16,9:1 142



93 484 602

Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3

RTK

T6 3 MO G6

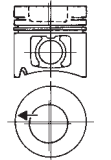
NM 3 MO G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

pin inner diametre 21,00 mm

93 484 702



Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3

RTK

T6 3 MO G6

NM 3 MO G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

from engine no. 007 893

pin inner diametre 24,00 mm



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



93 484 962

Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 964

Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 965

Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 966

Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

M



89 180 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 692 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 367 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B

87 367 694 SEMI / 87 367 600 STD

87 403 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00

87 404 600

SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

87 404 605 0,10 / 87 404 610 0,25 / 87 404 620 0,50 / 87 404 630 0,75 / 87 404 640 1,00



50 009 133

Length: 256; counterbore: 95; piston pin: 46; conrod parallel

50 009 130

Length: 256; counterbore: 95; piston pin: 46; keystone conrod



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

1608

EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-1647

IN/EX; 18.03/ x 12 x 67 G1

81-1648

IN/EX; 18.23/ x 12 x 67 G1

81-16101


IN/EX; 18.235/ x 12 x 67 G2


81-1649


IN/EX; 18.43/ x 12 x 67 G1


cont...




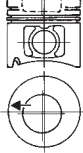
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°	81-16102	IN/EX; 18.435/ x 12 x 67 G2
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°		
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°		
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°		
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°		
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°		
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°		
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		


	50 006 358	CAM		
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	50 005 210			
	50 005 615			


428		128							
	OM 421	923, 967	D AN 6	10965 cm ³	2V	159 kW	216 PS	ε 16,9:1	142
	OM 481	912 (TUR), 940 - 941 (TUR)	D AN 6	10965 cm ³	2V	206-269 kW	280-366 PS	ε 16,9:1	142

	93 484 602	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... pin inner diametre 21,00 mm
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	93 484 702	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... from engine no. 007 893 pin inner diametre 24,00 mm
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	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

	93 484 962	Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 964	Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 965	Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 966	Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

	89 180 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.





429

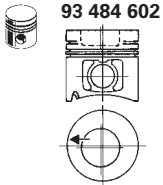
128

OM 422

900/-000

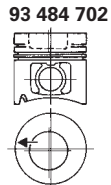
D AN 8 14618 cm³ 2V

142



93 484 602

Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK
T6 3 MO G6
NM 3 MO G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
pin inner diametre 21,00 mm



93 484 702

Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK
T6 3 MO G6
NM 3 MO G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
from engine no. 007 893
pin inner diametre 24,00 mm



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



93 484 962

Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 964

Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 965

Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 966

Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 180 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 692 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

87 348 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 385 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 385 694 SEMI / 87 385 600 STD

87 401 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00

87 402 600

SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
87 402 605 0,10 / 87 402 610 0,25 / 87 402 620 0,50 / 87 402 630 0,75 / 87 402 640 1,00



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

1608

EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16104

EX; 53.11 x 43 x 9.7; G1; 45°

92-16148

EX; 53.31 x 43 x 9.9; G1; 45°

92-16105



EX; 53.51 x 43 x 10.2; G1; 45°




92-16100


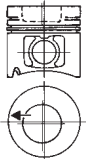
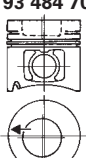
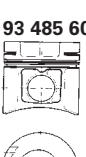
IN; 60.11 x 51 x 8.9; G1; 30°


cont...




		50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
		92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
		92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
		50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 625	→mot. 146024	
	50 005 626	mot. 146025→	

430		128									
	OM 422	901, 953, 955	D	LA	8	14618 cm ³	2V	276 kW	375 PS		142
	OM 422	952, 954, 956	D	A	8	14618 cm ³	2V	243 kW	330 PS		142

	93 484 602	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... pin inner diametre 21,00 mm
	93 484 702	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... from engine no. 007 893 pin inner diametre 24,00 mm
	93 485 600	Cyl. Ø: 128; KH: 81.35; MT: -25.4; MØ: 70; GL: 126.35; piston pin: 46x105; number of piston rings: 3 FBo, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	93 649 600	Cyl. Ø: 128; KH: 81.35; MT: -25.6; GL: 126.35; piston pin: 46x105; number of piston rings: 3 KKK, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... Piston with cooling channel for units

	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

	93 484 962	Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 964	Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 965	Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 966	Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 485 962	Piston: 93485600; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 485 964	Piston: 93485600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 485 965	Piston: 93485600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 649 962	Piston: 93649600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 649 963	Piston: 93649600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

cont...















TRW
EngineComponents



MERCEDES-BENZ

	89 180 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	50 009 133	Length: 256; counterbore: 95; piston pin: 46; conrod parallel
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	50 003 141	-- G - S - - - - ; bare
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 210	
	50 005 615	
	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-1647	IN/EX; 18.03/ x 12 x 67 G1
	81-1648	IN/EX; 18.23/ x 12 x 67 G1
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-1649	IN/EX; 18.43/ x 12 x 67 G1
	81-16102	IN/EX; 18.435/ x 12 x 67 G2
	50 005 834	

M

431

128



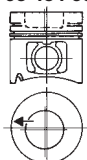
OM 422

901-400

1979→

D A 8 14618 cm³ 2V

142



93 484 602

Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK

T6 3 MO G6

NM 3 MO G3

DSF 4 CR

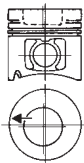
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

pin inner diameter 21,00 mm

cont...

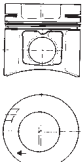


93 484 702



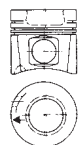
Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK
T6 3 MO G6
NM 3 MO G3
DSF 4 CR
→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...
from engine no. 007 893
pin inner diameter 24,00 mm

93 485 600



Cyl. Ø: 128; KH: 81.35; MT: -25.4; MØ: 70; GL: 126.35; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

93 649 600



Cyl. Ø: 128; KH: 81.35; MT: -25.6; GL: 126.35; piston pin: 46x105; number of piston rings: 3
KKK, RTK
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...
Piston with cooling channel for units



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



93 484 962

Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 964

Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 965

Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 966

Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 485 962

Piston: 93485600; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 485 964

Piston: 93485600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 485 965

Piston: 93485600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 649 962

Piston: 93649600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 649 963

Piston: 93649600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 180 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.

77 263 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 348 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 385 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 385 694 SEMI / 87 385 600 STD

cont...

M



87 401 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00

50 005 834

432

128



OM 422

901-410

1979→

D A 8 14618 cm³ 2V 206 kW 280 PS 142

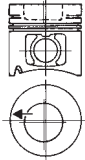
OM 422

901-500

D LA 8 14618 cm³ 2V 142



93 484 602

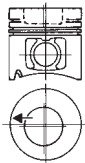


Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK

T6 3 MO G6
NM 3 MO G3
DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...
pin inner diametre 21,00 mm

93 484 702

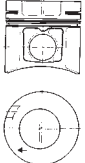


Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK

T6 3 MO G6
NM 3 MO G3
DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...
from engine no. 007 893
pin inner diametre 24,00 mm

93 485 600

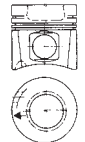


Cyl. Ø: 128; KH: 81.35; MT: -25.4; MØ: 70; GL: 126.35; piston pin: 46x105; number of piston rings: 3
FBø, RTK

T6 3 MO G6
M 3 CR G3
DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

93 649 600



Cyl. Ø: 128; KH: 81.35; MT: -25.6; GL: 126.35; piston pin: 46x105; number of piston rings: 3
KKK, RTK

T6 3 MO G6
M 3 CR G3
DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...
Piston with cooling channel for units



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



93 484 962

Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 964

Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 965

Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 966

Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 485 962

Piston: 93485600; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 485 964

Piston: 93485600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 485 965

Piston: 93485600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 649 962

Piston: 93649600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 649 963

Piston: 93649600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 180 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.




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TRW
EngineComponents









MERCEDES-BENZ

89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
 16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III
 50 005 834	

 LK-1610	
 50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
50 004 890	IN; 61.11 x 51 x 9; ST; 30°

433  **128**
OM 422 **905 - 915, 918 - 923**

D AN 8 14618 cm³ 2V 184-206 kW 250-280 PS ⚙️ 16,9:1 🛢️ 142

 93 484 602	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... pin inner diametre 21,00 mm
  93 484 702	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... from engine no. 007 893 pin inner diametre 24,00 mm
 80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
 93 484 962	Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 484 964	Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 484 965	Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 484 966	Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 89 180 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

cont...

M



TRW
EngineComponents



MERCEDES-BENZ

89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
78 692 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00
78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
87 402 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 87 402 605 0,10 / 87 402 610 0,25 / 87 402 620 0,50 / 87 402 630 0,75 / 87 402 640 1,00
50 009 133	Length: 256; counterbore: 95; piston pin: 46; conrod parallel
50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III
50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
50 004 890	IN; 61.11 x 51 x 9; ST; 30°
50 006 359	CAM
50 005 210	
50 005 837	

LK-1610	
81-16100	IN/EX; 18.028/ x 12 x 67 G2
81-1647	IN/EX; 18.03/ x 12 x 67 G1
81-1648	IN/EX; 18.23/ x 12 x 67 G1
81-16101	IN/EX; 18.235/ x 12 x 67 G2
81-1649	IN/EX; 18.43/ x 12 x 67 G1
81-16102	IN/EX; 18.435/ x 12 x 67 G2

M

434	128
OM 422	916
	D AN 8 14618 cm ³ 2V 206 kW 280 PS £16,9:1 H 142
93 484 602	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... pin inner diametre 21,00 mm
93 484 702	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... from engine no. 007 893 pin inner diametre 24,00 mm
80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

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TRW
EngineComponents



MERCEDES-BENZ

	93 484 962	Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 964	Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 965	Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 966	Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 180 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 692 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	87 402 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 87 402 605 0,10 / 87 402 610 0,25 / 87 402 620 0,50 / 87 402 630 0,75 / 87 402 640 1,00
	50 009 133	Length: 256; counterbore: 95; piston pin: 46; conrod parallel
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 006 359	CAM
	50 005 210	
	50 005 615	
	50 005 837	
435		128
	OM 422	957 - 958
		12.1982 →
	OM 422	959
		D A 8 14618 cm ³ 2V 243 kW 330 PS € 16,25:1 142
		D LA 8 14618 cm ³ 2V 276 kW 375 PS € 16,25:1 142

M



TRW
EngineComponents



MERCEDES-BENZ

	93 485 600	Cyl. Ø: 128; KH: 81.35; MT: -25.4; MØ: 70; GL: 126.35; piston pin: 46x105; number of piston rings: 3 FBø, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	93 649 600	Cyl. Ø: 128; KH: 81.35; MT: -25.6; GL: 126.35; piston pin: 46x105; number of piston rings: 3 KKK, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... Piston with cooling channel for units
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	93 485 962	Piston: 93485600; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 485 964	Piston: 93485600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 485 965	Piston: 93485600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 649 962	Piston: 93649600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 649 963	Piston: 93649600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 180 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	50 009 133	Length: 256; counterbore: 95; piston pin: 46; conrod parallel
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	50 003 141	-- G - S - - - - ; bare
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	LK-1610	81-16100 IN/EX; 18.028/ x 12 x 67 G2
	81-1647	IN/EX; 18.03/ x 12 x 67 G1
	81-1648	IN/EX; 18.23/ x 12 x 67 G1
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-1649	IN/EX; 18.43/ x 12 x 67 G1
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

cont...



50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
50 004 890	IN; 61.11 x 51 x 9; ST; 30°



50 005 210



50 005 834

436

128



OM 423

900/-000

01.1983 → 06.1987 D AN 10 18273 cm³ 2V

142



93 484 602



Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK

T6	3	MO	G6
NM	3	MO	G3
DSF	4	CR	

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...
pin inner diameter 21,00 mm



93 484 702



Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK

T6	3	MO	G6
NM	3	MO	G3
DSF	4	CR	

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...
from engine no. 007 893
pin inner diameter 24,00 mm



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



93 484 962

Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 964

Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 965

Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 966

Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 180 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1





78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.

cont...





77 275 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00

	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		LK-1610	
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		81-16100	IN/EX; 18.028/ x 12 x 67 G2
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		81-16101	IN/EX; 18.235/ x 12 x 67 G2
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16102	IN/EX; 18.435/ x 12 x 67 G2
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III		92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
				92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
				92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
				92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
				50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
				92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
				92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
				50 004 890	IN; 61.11 x 51 x 9; ST; 30°


 **50 005 834**

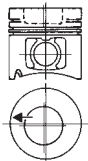
437  **128**


OM 423

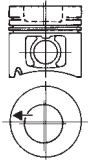
901


D A 10 18273 cm³ 2V 346 kW 470 PS  142

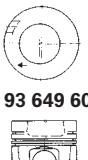
	93 484 602	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... pin inner diametre 21,00 mm
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	93 484 702	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... from engine no. 007 893 pin inner diametre 24,00 mm
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	93 485 600	Cyl. Ø: 128; KH: 81.35; MT: -25.4; MØ: 70; GL: 126.35; piston pin: 46x105; number of piston rings: 3 FBo, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
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	93 649 600	Cyl. Ø: 128; KH: 81.35; MT: -25.6; GL: 126.35; piston pin: 46x105; number of piston rings: 3 KKK, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... Piston with cooling channel for units
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	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

	93 484 962	Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 964	Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 965	Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

cont...



93 484 966	Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 485 962	Piston: 93485600; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 485 964	Piston: 93485600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 485 965	Piston: 93485600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 649 962	Piston: 93649600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 649 963	Piston: 93649600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 89 180 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
77 275 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
 50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
 50 003 141	-- G - S - - - - ; bare
 16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III
 92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
50 004 890	IN; 61.11 x 51 x 9; ST; 30°
 LK-1610	
 81-16100	IN/EX; 18.028/ x 12 x 67 G2
81-1647	IN/EX; 18.03/ x 12 x 67 G1
81-1648	IN/EX; 18.23/ x 12 x 67 G1
81-16101	IN/EX; 18.235/ x 12 x 67 G2
81-1649	IN/EX; 18.43/ x 12 x 67 G1
81-16102	IN/EX; 18.435/ x 12 x 67 G2

cont...



50 005 210
50 005 615

438 **128**



OM 423

901-400, 901-500

1984→

D A 10 18273 cm³ 2V

142

OM 423

901-510

D LA 10 18273 cm³ 2V 346 kW 470 PS

142



93 484 602



Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3

RTK

T6 3 MO G6

NM 3 MO G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

pin inner diametre 21,00 mm

93 484 702



Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3

RTK

T6 3 MO G6

NM 3 MO G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

from engine no. 007 893

pin inner diametre 24,00 mm

93 485 600



Cyl. Ø: 128; KH: 81.35; MT: -25.4; MØ: 70; GL: 126.35; piston pin: 46x105; number of piston rings: 3

FBo, RTK

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

93 649 600



Cyl. Ø: 128; KH: 81.35; MT: -25.6; GL: 126.35; piston pin: 46x105; number of piston rings: 3

KKK, RTK

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

Piston with cooling channel for units

M



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



93 484 962

Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 964

Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 965

Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 966

Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 485 962

Piston: 93485600; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 485 964

Piston: 93485600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 485 965

Piston: 93485600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 649 962

Piston: 93649600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 649 963

Piston: 93649600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 180 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 395 110





N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.


89 389 110


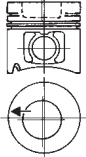



N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

cont...




89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
77 275 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
 16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III
 LK-1610	
 50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
50 004 890	IN; 61.11 x 51 x 9; ST; 30°


439  **128**
OM 423 **905 - 908**
09.1982 → D AN 10 18273 cm³ 2V 261 kW 355 PS €16,9:1 142




 93 484 602	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... pin inner diametre 21,00 mm
 93 484 702	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... from engine no. 007 893 pin inner diametre 24,00 mm
 80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
 93 484 962	Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 484 964	Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 484 965	Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 484 966	Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 89 180 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.


cont...



	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.
	77 275 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
	87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00



	50 009 133	Length: 256; counterbore: 95; piston pin: 46; conrod parallel
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod


	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		LK-1610
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		81-16100
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		81-1647
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-1648
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		81-16101
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III		81-1649
				81-16102

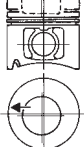
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°


	50 005 210		50 005 834
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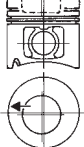
M


440		128	909	D AN 10 18273 cm ³ 2V 261 kW 355 PS € 16,9:1 142
	OM 423			


	93 484 602	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... pin inner diametre 21,00 mm
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	93 484 702	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... from engine no. 007 893 pin inner diametre 24,00 mm
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	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

	93 484 962	Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 964	Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 965	Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.








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



TRW
EngineComponents



MERCEDES-BENZ

93 484 966	Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 89 180 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
77 275 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
 50 009 133	Length: 256; counterbore: 95; piston pin: 46; conrod parallel
50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
 16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III
 50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
50 004 890	IN; 61.11 x 51 x 9; ST; 30°
 LK-1610	
 81-16100	IN/EX; 18.028/ x 12 x 67 G2
81-1647	IN/EX; 18.03/ x 12 x 67 G1
81-1648	IN/EX; 18.23/ x 12 x 67 G1
81-16101	IN/EX; 18.235/ x 12 x 67 G2
81-1649	IN/EX; 18.43/ x 12 x 67 G1
81-16102	IN/EX; 18.435/ x 12 x 67 G2

M

441		128
	OM 423	950
		D LA 10 18273 cm ³ 2V 368 kW 500 PS € 16,25:1 142
 93 485 600		Cyl. Ø: 128; KH: 81.35; MT: -25.4; MØ: 70; GL: 126.35; piston pin: 46x105; number of piston rings: 3 FBo, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
 93 649 600		Cyl. Ø: 128; KH: 81.35; MT: -25.6; GL: 126.35; piston pin: 46x105; number of piston rings: 3 KKK, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... Piston with cooling channel for units
 80 00195 1 0 000		Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 1 1 000		Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
80 00195 1 2 000		Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]











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TRW
EngineComponents



MERCEDES-BENZ

	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]	
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]	
	93 485 962	Piston: 93485600; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	93 485 964	Piston: 93485600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	93 485 965	Piston: 93485600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	93 649 962	Piston: 93649600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	93 649 963	Piston: 93649600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 180 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00	
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00	
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.	
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.	
	77 275 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod	
	87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B	
	87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD	
	87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00	
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod	
	50 003 141	-- G - S - - - - ; bare	
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III	 LK-1610
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	 81-16100 IN/EX; 18.028/ x 12 x 67 G2
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III	81-1647 IN/EX; 18.03/ x 12 x 67 G1
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-1648 IN/EX; 18.23/ x 12 x 67 G1
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-16101 IN/EX; 18.235/ x 12 x 67 G2
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III	81-1649 IN/EX; 18.43/ x 12 x 67 G1
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°	81-16102 IN/EX; 18.435/ x 12 x 67 G2
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°	
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°	
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°	
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°	
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°	
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°	
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°	
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°	
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°	
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°	
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°	
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°	
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°	
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°	
	50 005 205		



442

128



OM 424

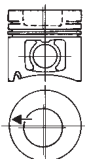
900/-000

01.1984 → 08.1987 D AN 12 21930 cm³ 2V

142

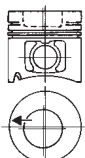


93 484 602



Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK
T6 3 MO G6
NM 3 MO G3
DSF 4 CR
→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...
pin inner diametre 21,00 mm

93 484 702



Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK
T6 3 MO G6
NM 3 MO G3
DSF 4 CR
→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...
from engine no. 007 893
pin inner diametre 24,00 mm



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



93 484 962

Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 964

Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 965

Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 966

Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 180 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 692 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

87 346 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 366 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 366 694 SEMI / 87 366 600 STD

87 397 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

1608

EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16104

EX; 53.11 x 43 x 9.7; G1; 45°

92-16148

EX; 53.31 x 43 x 9.9; G1; 45°

92-16105

EX; 53.51 x 43 x 10.2; G1; 45°

92-16100

IN; 60.11 x 51 x 8.9; G1; 30°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16147

IN; 60.31 x 51 x 9.1; G1; 30°

cont...



92-16101 IN; 60.51 x 51 x 9.3; G1; 30°
50 004 890 IN; 61.11 x 51 x 9; ST; 30°

443 **128**

OM 424

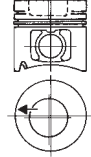
901

1980 →

D LA 12 21930 cm³ 2V 441 kW 600 PS 142

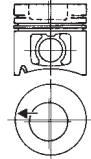


93 484 602



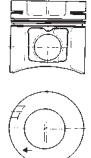
Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK
T6 3 MO G6
NM 3 MO G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
pin inner diametre 21,00 mm

93 484 702



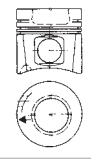
Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK
T6 3 MO G6
NM 3 MO G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
from engine no. 007 893
pin inner diametre 24,00 mm

93 485 600



Cyl. Ø: 128; KH: 81.35; MT: -25.4; MØ: 70; GL: 126.35; piston pin: 46x105; number of piston rings: 3
FBo, RTK
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

93 649 600



Cyl. Ø: 128; KH: 81.35; MT: -25.6; GL: 126.35; piston pin: 46x105; number of piston rings: 3
KKK, RTK
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
Piston with cooling channel for units

M



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



93 484 962

Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 964

Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 965

Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 966

Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 485 962

Piston: 93485600; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 485 964

Piston: 93485600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 485 965

Piston: 93485600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 649 962

Piston: 93649600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 649 963

Piston: 93649600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 180 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110








N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.






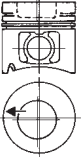
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	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.
	87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD
	87 397 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	50 003 141	-- G - S - - - - -; bare
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 210	
	50 005 615	
		 50 005 827 with impeller

	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-1647	IN/EX; 18.03/ x 12 x 67 G1
	81-1648	IN/EX; 18.23/ x 12 x 67 G1
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-1649	IN/EX; 18.43/ x 12 x 67 G1
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

M

444		128						
	OM 424	901-400						
		1980 →	D	A	12	21930 cm ³	2V	 142
	OM 424	901-500, 901-510						
		1980 →	D	LA	12	21930 cm ³	2V 441 kW 600 PS	 142
	93 484 602	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... pin inner diameter 21,00 mm						
	93 484 702	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... from engine no. 007 893 pin inner diameter 24,00 mm						

cont...



93 485 600



Cyl. Ø: 128; KH: 81.35; MT: -25.4; MØ: 70; GL: 126.35; piston pin: 46x105; number of piston rings: 3

FBø, RTK

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

93 649 600



Cyl. Ø: 128; KH: 81.35; MT: -25.6; GL: 126.35; piston pin: 46x105; number of piston rings: 3

KKK, RTK

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

Piston with cooling channel for units



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



93 484 962

Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 964

Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 965

Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 966

Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 485 962

Piston: 93485600; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 485 964

Piston: 93485600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 485 965

Piston: 93485600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 649 962

Piston: 93649600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 649 963

Piston: 93649600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

M



89 180 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.

87 346 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 366 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 366 694 SEMI / 87 366 600 STD

87 397 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 397 605 0,10 / 87 397 614 0,25 / 87 397 624 0,50 / 87 397 634 0,75 / 87 397 644 1,00



16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

1608

EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°



445



128



OM 427

900/-000

D AN 6 11970 cm³ 2V

155



93 729 602



Cyl. Ø: 128; KH: 89.85; MT: -24.4; MØ: 74.5; GL: 139.85; piston pin: 46x99; number of piston rings: 3
RTK

T6 3 MO G6

NM 3 MO G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

with splash oil-cooling



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



93 729 962

Piston: 93729602; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 390 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

87 281 690

SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 004159

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 004160→

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

1608

EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

1606

IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-1647

IN/EX; 18.03/ x 12 x 67 G1

81-1648

IN/EX; 18.23/ x 12 x 67 G1

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-1649

IN/EX; 18.43/ x 12 x 67 G1

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16104

EX; 53.11 x 43 x 9.7; G1; 45°

92-16148

EX; 53.31 x 43 x 9.9; G1; 45°

92-16105

EX; 53.51 x 43 x 10.2; G1; 45°

92-16100

IN; 60.11 x 51 x 8.9; G1; 30°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16147

IN; 60.31 x 51 x 9.1; G1; 30°

92-16101

IN; 60.51 x 51 x 9.3; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°



50 005 837

446



128



OM 427

901/-200

D AN 6 11970 cm³ 2V

155



93 729 602



Cyl. Ø: 128; KH: 89.85; MT: -24.4; MØ: 74.5; GL: 139.85; piston pin: 46x99; number of piston rings: 3
RTK

T6 3 MO G6

NM 3 MO G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

with splash oil-cooling











cont...



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	93 729 962	Piston: 93729602; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 004159
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 004160→
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	1608	EX; 51.1 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	1606	IN; 59 x 12 x 142.5 x S - Cr - 30° - VS - 5 - III
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-1647	IN/EX; 18.03/ x 12 x 67 G1
	81-1648	IN/EX; 18.23/ x 12 x 67 G1
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-1649	IN/EX; 18.43/ x 12 x 67 G1
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

447

128



OM 427

902-500

D LA 6 11970 cm³ 2V

155



91 622 600 Cyl. Ø: 128; KH: 89.55; MT: -26.5; MØ: 68.4; GL: 139.55; piston pin: 46x105; number of piston rings: 3

FBo, Lox, RTK

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

93 990 600

Cyl. Ø: 128; KH: 89.85; MT: -26.5; GL: 139.8; piston pin: 46x105; number of piston rings: 3

FBo, Lox, RTK

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**



80 00195 1 0 000 Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000 Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000 Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000 Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000 Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]







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TRW
EngineComponents











MERCEDES-BENZ

	91 622 960	Piston: 91622600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 990 962	Piston: 93990600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 004159
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 004160→
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 837	

	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2




M



448		128
	OM 427	902/-400
		D LA 6 11970 cm ³ 2V  155



	91 622 600	Cyl. Ø: 128; KH: 89.55; MT: -26.5; MØ: 68.4; GL: 139.55; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	93 990 600	Cyl. Ø: 128; KH: 89.85; MT: -26.5; GL: 139.8; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	91 622 960	Piston: 91622600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 990 962	Piston: 93990600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.








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	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 004159
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 004160→
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 837	

	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-1647	IN/EX; 18.03/ x 12 x 67 G1
	81-1648	IN/EX; 18.23/ x 12 x 67 G1
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-1649	IN/EX; 18.43/ x 12 x 67 G1
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

449  **128**
OM 427 **903/-600** D A 6 11970 cm³ 2V  155

	91 622 600	Cyl. Ø: 128; KH: 89.55; MT: -26.5; MØ: 68.4; GL: 139.55; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
 	93 990 600	Cyl. Ø: 128; KH: 89.85; MT: -26.5; GL: 139.8; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	91 622 960	Piston: 91622600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 990 962	Piston: 93990600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	87 281 690	SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 004159

cont...



TRW
EngineComponents



MERCEDES-BENZ

- 87 349 690** SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 004160→
- 87 501 600** SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
- 87 503 604** SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
- 87 505 600** SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



- 16150** EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
- 16117** IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
- 16146** IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III



LK-1610



- 81-16100** IN/EX; 18.028/ x 12 x 67 G2
- 81-1647** IN/EX; 18.03/ x 12 x 67 G1
- 81-1648** IN/EX; 18.23/ x 12 x 67 G1
- 81-16101** IN/EX; 18.235/ x 12 x 67 G2
- 81-1649** IN/EX; 18.43/ x 12 x 67 G1
- 81-16102** IN/EX; 18.435/ x 12 x 67 G2



- 92-16126** EX; 53.11 x 43 x 9.15; G1; 45°
- 92-16127** EX; 53.11 x 43 x 9.2; G1; 45°
- 50 004 893** EX; 53.11 x 43 x 9.2; ST; 45°
- 92-16149** EX; 53.31 x 43 x 9.4; G1; 45°
- 92-16128** EX; 53.51 x 43.2 x 9.6; G1; 45°
- 50 004 892** IN; 60.11 x 51 x 8.9; ST; 30°
- 50 004 890** IN; 61.11 x 51 x 9; ST; 30°

450

128



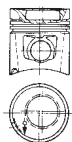
OM 427

951 - 952

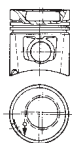
D A 6 11970 cm³ 2V 206 kW 280 PS € 16,25:1 155



- 91 622 600** Cyl. Ø: 128; KH: 89.55; MT: -26.5; MØ: 68.4; GL: 139.55; piston pin: 46x105; number of piston rings: 3
FBo, Lox, RTK
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**



- 93 990 600** Cyl. Ø: 128; KH: 89.85; MT: -26.5; GL: 139.8; piston pin: 46x105; number of piston rings: 3
FBo, Lox, RTK
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**



- 80 00195 1 0 000** Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
- 80 00195 1 1 000** Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
- 80 00195 1 2 000** Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
- 80 00195 1 3 000** Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
- 80 00195 2 2 000** Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



- 91 622 960** Piston: 91622600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
- 93 990 962** Piston: 93990600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



- 89 390 110** N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



- 78 585 600** PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
- 78 586 600** PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
- 78 587 604** PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
- 78 709 600** PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

- 87 281 690** SET PL-B SEMI Ø 46.000 / 50.000 / 38.700 / St/B, →mot. 004159
- 87 349 690** SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, mot. 004160→
- 87 501 600** SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
- 87 503 604** SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
- 87 505 600** SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



- 50 009 131** Length: 251; counterbore: 95; piston pin: 46; conrod parallel



- 50 003 141** -- G - S - - - -; bare

cont...
















TRW
EngineComponents

PIERBURG




MERCEDES-BENZ






	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16100
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		IN/EX; 18.028/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		81-1647
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		IN/EX; 18.03/ x 12 x 67 G1
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		81-1648
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		IN/EX; 18.23/ x 12 x 67 G1
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		81-16101
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		IN/EX; 18.235/ x 12 x 67 G2
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°		81-1649
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°		IN/EX; 18.43/ x 12 x 67 G1
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		81-16102
				IN/EX; 18.435/ x 12 x 67 G2
	50 005 632			50 005 827
				with impeller
				50 005 828
				without impeller

451		128
	OM 429	951 (USA)
		D A 5 9973 cm³ 2V 175 kW 238 PS £17,25:1 155

	93 990 600	Cyl. Ø: 128; KH: 89.85; MT: -26.5; GL: 139.8; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK
		T6 3 MO G6
		M 3 CR G3
		DSF 4 CR
		→ 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...

	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

	91 622 960	Piston: 91622600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 990 962	Piston: 93990600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER'.
	87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00

	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16100
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		IN/EX; 18.028/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		81-1647
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		IN/EX; 18.03/ x 12 x 67 G1
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		81-1648
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		IN/EX; 18.23/ x 12 x 67 G1
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		81-16101
	92-16150	IN; 60.11 x 49.3 x 8.4; G1; 30°		IN/EX; 18.235/ x 12 x 67 G2
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		81-1649
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		IN/EX; 18.43/ x 12 x 67 G1
				81-16102
				IN/EX; 18.435/ x 12 x 67 G2
	50 005 837			



TRW
EngineComponents



MERCEDES-BENZ

452 **128**



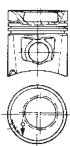
OM 429

953 (USA)

D A 5 9973 cm³ 2V 186 kW 250 PS €17,25:1 155



93 990 600



Cyl. Ø: 128; KH: 89.85; MT: -26.5; GL: 139.8; piston pin: 46x105; number of piston rings: 3
FBo, Lox, RTK

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



91 622 960

Piston: 91622600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 990 962

Piston: 93990600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 390 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

78 586 605 0,10 / **78 586 610** 0,25 / **78 586 620** 0,50 / **78 586 630** 0,75 / **78 586 640** 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

78 587 605 0,10 / **78 587 614** 0,25 / **78 587 624** 0,50 / **78 587 634** 0,75 / **78 587 644** 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 901 610 0,25 / **78 901 620** 0,50 / **78 901 630** 0,75 / **78 901 640** 1,00, The upper shell is marked with 'SPUTTER'.

87 350 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 504 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

87 504 605 0,10 / **87 504 614** 0,25 / **87 504 624** 0,50 / **87 504 634** 0,75 / **87 504 644** 1,00



16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III



92-16126

EX; 53.11 x 43 x 9.15; G1; 45°

92-16127

EX; 53.11 x 43 x 9.2; G1; 45°

50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16149

EX; 53.31 x 43 x 9.4; G1; 45°

92-16128

EX; 53.51 x 43.2 x 9.6; G1; 45°

92-16150

IN; 60.11 x 49.3 x 8.4; G1; 30°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16151

IN; 60.11 x 51.2 x 8.4; G1; 30°

92-16152

IN; 60.31 x 51.2 x 8.6; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°

50 005 837



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-1647

IN/EX; 18.03/ x 12 x 67 G1

81-1648

IN/EX; 18.23/ x 12 x 67 G1

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-1649

IN/EX; 18.43/ x 12 x 67 G1

81-16102

IN/EX; 18.435/ x 12 x 67 G2

M

453 **128**



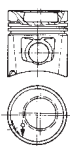
OM 429

955 (USA)

D LA 5 9973 cm³ 2V 186 kW 253 PS €17,25:1 155



93 990 600



Cyl. Ø: 128; KH: 89.85; MT: -26.5; GL: 139.8; piston pin: 46x105; number of piston rings: 3
FBo, Lox, RTK

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

cont...



	91 622 960	Piston: 91622600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.		
	93 990 962	Piston: 93990600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.		
	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.		
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00		
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00		
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.		
	78 901 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00 , The upper shell is marked with 'SPUTTER'.		
	87 350 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B		
	87 504 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 504 605 0,10 / 87 504 614 0,25 / 87 504 624 0,50 / 87 504 634 0,75 / 87 504 644 1,00		
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		
	92-16150	IN; 60.11 x 49.3 x 8.4; G1; 30°		
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		
	50 005 837			
		LK-1610		
		81-16100	IN/EX; 18.028/ x 12 x 67 G2	
			81-16101	IN/EX; 18.235/ x 12 x 67 G2
		81-16102	IN/EX; 18.435/ x 12 x 67 G2	

M

454

128

OM 440 Euro 1

940 - 941

D A 8 14618 cm³ 2V 250 kW 340 PS £ 18:1 H 142

	94 361 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	94 655 600	Cyl. Ø: 128; KH: 81.15; MT: -24.6; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	94 361 960	Piston: 94361600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 361 961	Piston: 94361600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 655 960	Piston: 94655600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 655 961	Piston: 94655600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

cont...



TRW
EngineComponents



MERCEDES-BENZ

	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	50 003 141	-- G - S - - - -; bare
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 210	
		50 005 834
455 128		
	OM 440 Euro 1	942
		D A 8 14618 cm ³ 2V 250 kW 340 PS ⚡ 18:1 142
	94 361 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...
	94 655 600	Cyl. Ø: 128; KH: 81.15; MT: -24.6; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	94 361 960	Piston: 94361600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 361 961	Piston: 94361600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 655 960	Piston: 94655600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

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TRW
EngineComponents



MERCEDES-BENZ

	94 655 961	Piston: 94655600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	50 003 141	-- G - S - - - - ; bare
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 834	

	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

M

456		128									
	OM 440 Euro 1	945									
			D	A	8	14618 cm ³	2V	250 kW	340 PS	£ 18:1	142

	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00197 1 0 000	Cyl. Ø: 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00197 2 0 000	Cyl. Ø: 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

cont...



	78 693 600	PAIR HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston \varnothing 90 mm.
	78 897 600	PAIR PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.
	77 263 694	SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI \varnothing 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI \varnothing 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	50 003 141	-- G - S - - - -; bare
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 210	
		50 005 834

M

457		128
	OM 440 Euro 1	948
		12.1991 →
		D A 8 14618 cm ³ 2V 269 kW 366 PS ϵ 18:1 142

	80 00195 1 0 000	Cyl. \varnothing : 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. \varnothing : 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. \varnothing : 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. \varnothing : 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. \varnothing : 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	50 003 141	-- G - S - - - -; bare
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
		LK-1610
		81-16100 IN/EX; 18.028/ x 12 x 67 G2
		81-16101 IN/EX; 18.235/ x 12 x 67 G2
		81-16102 IN/EX; 18.435/ x 12 x 67 G2

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TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

	50 004 890	IN; 61.11 x 51 x 9; ST; 30°	
	50 005 210		50 005 834
	50 005 615		
458	128		
	OM 440 Euro 1	970, 973	
		D LA 8 14618 cm ³ 2V 320-370 kW 435-503 PS £16,75:1 H 142	
	94 331 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 KKK, RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...	
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]	
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]	
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]	
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]	
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]	
	94 331 960	Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	94 331 961	Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00	
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00	
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.	
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.	
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod	
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B	
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD	
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00	
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod	
	50 003 141	-- G - S - - - - ; bare	
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-16100 IN/EX; 18.028/ x 12 x 67 G2
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-16101 IN/EX; 18.235/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°	81-16102 IN/EX; 18.435/ x 12 x 67 G2
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°	
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°	
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°	
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°	
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°	
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°	
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°	
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°	

cont...



TRW
EngineComponents



MERCEDES-BENZ



50 005 210



50 005 834

50 005 615

459

128



OM 440 Euro 1

971, 975 - 976

D LA 8 14618 cm³ 2V 370 kW 503 PS €16,75:1 142



94 331 600

Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3



KKK, RTK, Lox, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



94 331 960

Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 331 961

Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.

77 263 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 348 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 385 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B

87 385 694 SEMI / 87 385 600 STD

87 401 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00



50 009 130

Length: 256; counterbore: 95; piston pin: 46; keystone conrod



50 003 142

-- G - S - - - - EVB -; bare



50 004 664

EX; 17 x 8 x 84.1 x A - - 45° - 1 -

Exhaust brake valve - flat

50 004 665

EX; 17.1 x 8 x 90.3 x A - - 45° - 1 -

Exhaust brake valve - dome

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



92-16126

EX; 53.11 x 43 x 9.15; G1; 45°

92-16127

EX; 53.11 x 43 x 9.2; G1; 45°

50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16149

EX; 53.31 x 43 x 9.4; G1; 45°

92-16128

EX; 53.51 x 43.2 x 9.6; G1; 45°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16122

IN; 60.11 x 51.2 x 8.4; G1; 45°

92-16123

IN; 60.51 x 51.2 x 8.9; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°

cont...



TRW
EngineComponents

PIERBURG

MERCEDES-BENZ



50 005 210



50 005 834

50 005 615

460

128

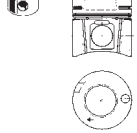


OM 440 Euro 1

972

D LA 8 14618 cm³ 2V 320 kW 435 PS € 16,75:1 H 142

94 331 600



Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3
KKK, RTK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



94 331 960

Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 331 961

Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.

77 263 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 348 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 385 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 385 694 SEMI / 87 385 600 STD

87 401 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00



50 009 130

Length: 256; counterbore: 95; piston pin: 46; keystone conrod



50 003 141

-- G - S - - - - ; bare



16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III



92-16126

EX; 53.11 x 43 x 9.15; G1; 45°

92-16127

EX; 53.11 x 43 x 9.2; G1; 45°

50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16149

EX; 53.31 x 43 x 9.4; G1; 45°

92-16128

EX; 53.51 x 43.2 x 9.6; G1; 45°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16151

IN; 60.11 x 51.2 x 8.4; G1; 30°

92-16152

IN; 60.31 x 51.2 x 8.6; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°



50 005 210



50 005 834



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



TRW
EngineComponents



MERCEDES-BENZ

461



128



OM 440 Euro 1

978 - 979

D LA 8 14618 cm³ 2V 320 kW 435 PS 142



94 331 600



Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3
 KKK, RTK, Lox, TPL
 T6 3 MO G6
 M 3 CR G3
 DSF 4 CR
 → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

94 361 600



Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3
 RTK, Lox, TPL
 T6 3 MO G6
 M 3 CR G3
 DSF 4 CR
 → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

94 655 600



Cyl. Ø: 128; KH: 81.15; MT: -24.6; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3
 RTK, Lox, TPL
 T6 3 MO G6
 M 3 CR G3
 DSF 4 CR
 → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



94 331 960

Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 331 961

Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 361 960

Piston: 94361600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 361 961

Piston: 94361600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 655 960

Piston: 94655600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 655 961

Piston: 94655600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / **78 693 610** 0,25 / **78 693 620** 0,50 / **78 693 630** 0,75 / **78 693 640** 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / **78 694 614** 0,25 / **78 694 624** 0,50 / **78 694 634** 0,75 / **78 694 644** 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / **78 897 610** 0,25 / **78 897 620** 0,50 / **78 897 630** 0,75 / **78 897 640** 1,00, The upper shell is marked with 'SPUTTER'.

77 263 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 348 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 385 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 385 694 SEMI / **87 385 600** STD

87 401 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 401 605 0,10 / **87 401 614** 0,25 / **87 401 624** 0,50 / **87 401 634** 0,75 / **87 401 644** 1,00



50 009 130

Length: 256; counterbore: 95; piston pin: 46; keystone conrod



50 003 141

-- G - S - - - - -; bare

cont...







M











TRW
EngineComponents



MERCEDES-BENZ

	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16100
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		IN/EX; 18.028/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		81-16101
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		IN/EX; 18.235/ x 12 x 67 G2
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		81-16102
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		IN/EX; 18.435/ x 12 x 67 G2
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°		
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°		
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		
	50 005 210			50 005 834
	50 005 615			

462		128	OM 440 Euro 1	980 - 986, 991	D	LA	8	14618 cm ³	2V	320-370 kW	435-503 PS		142
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	94 331 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 KKK, RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
 	94 361 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
 	94 655 600	Cyl. Ø: 128; KH: 81.15; MT: -24.6; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	94 331 960	Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 331 961	Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 361 960	Piston: 94361600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 361 961	Piston: 94361600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 655 960	Piston: 94655600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 655 961	Piston: 94655600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

cont...



TRW
EngineComponents



MERCEDES-BENZ

	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod	
	50 003 141	-- G - S - - - - ; bare	
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-16100 IN/EX; 18.028/ x 12 x 67 G2
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-16101 IN/EX; 18.235/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°	81-16102 IN/EX; 18.435/ x 12 x 67 G2
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°	
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°	
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°	
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°	
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°	
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°	
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°	
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°	
	50 005 210		50 005 834
	50 005 615		

463 **128**
OM 440 Euro 1 **987 - 990**
 07.1995 → D LA 8 14618 cm³ 2V 280 kW 381 PS €16,75:1 142

	94 331 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 KKK, RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	94 331 960	Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 331 961	Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod	
	50 003 141	-- G - S - - - - ; bare	
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-16100 IN/EX; 18.028/ x 12 x 67 G2
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-16101 IN/EX; 18.235/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°	81-16102 IN/EX; 18.435/ x 12 x 67 G2
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°	
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°	
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°	
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°	
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°	
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°	
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°	

cont...

M



50 004 890 IN; 61.11 x 51 x 9; ST; 30°



50 005 210



50 005 834

50 005 615

464

128



OM 441

901

D A 6 10965 cm³ 2V 250 kW 340 PS 142

OM 441 Euro 0

901

D A 6 10965 cm³ 2V 250 kW 340 PS 142

OM 441 Euro 1

901

D A 6 10965 cm³ 2V 250 kW 340 PS 142



90 220 602

Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3

Lox, RTK, KBB

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

→mot. 892886



91 630 600

Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3

Lox, RTK, KBB

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

→mot. 892886



94 331 600

Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3

KKK, RTK, Lox, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...



94 512 600

Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...



94 516 600

Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...



99 973 600

Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...



99 979 600

Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

cont...



TRW
EngineComponents



MERCEDES-BENZ

80 00195 2 2 000		Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]		
	90 220 962	Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886		
	90 220 963	Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886		
	91 630 960	Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886		
	91 630 961	Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886		
	94 331 960	Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.		
	94 331 961	Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.		
	94 512 960	Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.		
	94 512 961	Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.		
	94 516 960	Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.		
	94 516 961	Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.		
	99 973 960	Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.		
	99 973 961	Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.		
	99 979 960	Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.		
	99 979 961	Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.		
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.		
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.		
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.		
	50 009 132	Length: 256; counterbore: 95; piston pin: 46; keystone conrod		
	50 003 141	-- G - S - - - - ; bare		
	50 003 142	-- G - S - - - - EVB - ; bare		
	50 004 665	EX; 17.1 x 8 x 90.3 x A - - 45° - 1 - Exhaust brake valve - dome	 LK-1610 81-16100 IN/EX; 18.028/ x 12 x 67 G2 81-16101 IN/EX; 18.235/ x 12 x 67 G2 81-16102 IN/EX; 18.435/ x 12 x 67 G2	
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°		
	92-16122	IN; 60.11 x 51.2 x 8.4; G1; 45°		
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°		
	92-16123	IN; 60.51 x 51.2 x 8.9; G1; 30°		
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		
	50 005 210	50 005 837		
	50 005 615			



465		128					
	OM 441	901-400	03.1991 → 02.1991	D A 6	10965 cm ³	2V	142
	OM 441 Euro 1	901-400	03.1991 → 02.1991	D A 6	10965 cm ³	2V	142



OM 441 Euro 2	901-400								
	03.1991 → 02.1991	D	A	6	10965 cm ³	2V			142
OM 441 Euro 0	901-400								
	03.1991 → 02.1991	D	A	6	10965 cm ³	2V			142
OM 441	901-500, 901-520								
	03.1991 → 02.1991	D	LA	6	10965 cm ³	2V			142
OM 441 Euro 1	901-500, 901-520								
	03.1991 → 02.1991	D	LA	6	10965 cm ³	2V			142
OM 441 Euro 2	901-500, 901-520								
	03.1991 → 02.1991	D	LA	6	10965 cm ³	2V			142
OM 441 Euro 0	901-500, 901-520								
	03.1991 → 02.1991	D	LA	6	10965 cm ³	2V			142



90 220 602



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3
Lox, RTK, KBB
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
→ mot. 892886

91 630 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, KBB
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
→ mot. 892886

94 331 600



Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3
KKK, RTK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
OM 441.901-520: mot. 892831→

94 512 600



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 892887→

94 516 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 892887→

94 681 600



Cyl. Ø: 128; KH: 81.45; MT: -24; MØ: 72.4; GL: 126.45; piston pin: 46x105; number of piston rings: 3
RTK, KKK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

99 813 600



Cyl. Ø: 128; KH: 81.15; MT: -24; MØ: 72.4; GL: 126.15; piston pin: 46x105; number of piston rings: 3
RTK, KKK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

cont...



99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

mot. 892887→



99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

mot. 892887→



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4], **OM 441.901-520**: mot. 892831→

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4], **OM 441.901-520**: mot. 892831→

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4], **OM 441.901-520**: mot. 892831→



90 220 962

Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886

90 220 963

Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886

91 630 960

Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886

91 630 961

Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886

94 331 960

Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 331 961

Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 512 960

Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

94 512 961

Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

94 516 960

Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

94 516 961

Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

94 681 960

Piston: 94681600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 681 961

Piston: 94681600; Cylinder liner: 89556110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

99 813 960

Piston: 99813600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

99 973 960

Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

99 973 961

Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

99 979 960

Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

99 979 961

Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→



89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., **OM 441.901-520**: mot. 892831→

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., **OM 441.901-520**: mot. 892831→

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

cont...





TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
78 902 600	PAIR PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/G1; PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/S 78 902 610 0,25 / 78 902 620 0,50 / 78 902 630 0,75 / 78 902 640 1,00, The upper shell is marked with 'SPUTTER', 08.1989→, mot. 528573→
77 262 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 367 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 367 694 SEMI / 87 367 600 STD
87 403 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00
16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
50 004 890	IN; 61.11 x 51 x 9; ST; 30°
50 005 837	
	LK-1610
	81-16100 IN/EX; 18.028/ x 12 x 67 G2
	81-16101 IN/EX; 18.235/ x 12 x 67 G2
	81-16102 IN/EX; 18.435/ x 12 x 67 G2

466	128
OM 441	901-505 07.1995→02.1991 D LA 6 10965 cm³ 2V 142
OM 441 Euro 0	901-505 07.1995→02.1991 D LA 6 10965 cm³ 2V 142
OM 441 Euro 2	901-505 07.1995→02.1991 D LA 6 10965 cm³ 2V 142
OM 441 Euro 1	901-505 07.1995→02.1991 D LA 6 10965 cm³ 2V 142

M

90 220 602	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ... →mot. 892886
91 630 600	Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ... →mot. 892886
94 331 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 KKK, RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ... mot. 892831→
94 681 600	Cyl. Ø: 128; KH: 81.45; MT: -24; MØ: 72.4; GL: 126.45; piston pin: 46x105; number of piston rings: 3 RTK, KKK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...
99 813 600	Cyl. Ø: 128; KH: 81.15; MT: -24; MØ: 72.4; GL: 126.15; piston pin: 46x105; number of piston rings: 3 RTK, KKK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

cont...



	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	90 220 962	Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886
	90 220 963	Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886
	91 630 960	Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886
	91 630 961	Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886
	94 331 960	Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 331 961	Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 681 960	Piston: 94681600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 681 961	Piston: 94681600; Cylinder liner: 89556110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	99 813 960	Piston: 99813600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 902 600	PAIR PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/G1; PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/S 78 902 610 0,25 / 78 902 620 0,50 / 78 902 630 0,75 / 78 902 640 1,00 , The upper shell is marked with 'SPUTTER'., 08.1989→, mot. 528573→
	77 262 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 367 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 367 694 SEMI / 87 367 600 STD
	87 403 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 837	

	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

467		128
	OM 441 Euro 0	901-505
		03.1991 →
		D LA 6 10965 cm ³ 2V
	94 512 600	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, TPL
		T6 3 MO G6
		M 3 CR G3
		DSF 4 CR
		→ 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... mot. 892887→

cont...



94 516 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6 3 MO G6
M 3 CR G3
DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 892887→



99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6 3 MO G6
M 3 CR G3
DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 892887→



99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6 3 MO G6
M 3 CR G3
DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 892887→



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



94 512 960

Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

94 512 961

Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

94 516 960

Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

94 516 961

Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

99 973 960

Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

99 973 961

Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

99 979 960

Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

99 979 961

Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→



89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 005 837

468

128



OM 441

901-530

03.1991 →

D

LA

6

10965 cm³

2V

250 kW

340 PS

142

OM 441 Euro 0

901-530

03.1991 →

D

LA

6

10965 cm³

2V

250 kW

340 PS

142

OM 441 Euro 2

901-530

03.1991 →

D

LA

6

10965 cm³

2V

250 kW

340 PS

142

OM 441 Euro 1

901-530

03.1991 →

D

LA

6

10965 cm³

2V

250 kW

340 PS

142



90 220 602



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3
Lox, RTK, KBB
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
→mot. 892886

91 630 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, KBB
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
→mot. 892886

94 331 600



Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3
KKK, RTK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

94 512 600



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

94 516 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

94 681 600



Cyl. Ø: 128; KH: 81.45; MT: -24; MØ: 72.4; GL: 126.45; piston pin: 46x105; number of piston rings: 3
RTK, KKK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

99 813 600



Cyl. Ø: 128; KH: 81.15; MT: -24; MØ: 72.4; GL: 126.15; piston pin: 46x105; number of piston rings: 3
RTK, KKK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

cont...










80 00195 2 2 000 Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

	90 220 962	Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886
	90 220 963	Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886
	91 630 960	Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886
	91 630 961	Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886
	94 331 960	Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 331 961	Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 512 960	Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 512 961	Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 516 960	Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 516 961	Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 681 960	Piston: 94681600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 681 961	Piston: 94681600; Cylinder liner: 89556110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	99 813 960	Piston: 99813600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	99 973 960	Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	99 973 961	Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	99 979 960	Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	99 979 961	Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

M

	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16100
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		81-16101
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		81-16102
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°		
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°		
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		
	50 005 837			

469

128



OM 441 Euro 0

951, 960 - 962, 981 - 983, 985

D LA 6 10965 cm³ 2V 250 kW 340 PS  142

OM 441

951, 981 - 983

D LA 6 10965 cm³ 2V 250 kW 340 PS  142



90 220 602



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3
Lox, RTK, KBB
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
→mot. 892886



91 630 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, KBB
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
→mot. 892886



94 512 600



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 892887→



94 516 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 892887→



99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 892887→



99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 892887→



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4], **OM 441.985**: mot. 892886→

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4], **OM 441.985**: mot. 892886→

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4], **OM 441.985**: mot. 892886→

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4], **OM 441.985**: mot. 892886→



90 220 962

Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886

90 220 963

Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886

91 630 960

Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886

91 630 961

Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886

94 512 960

Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

94 512 961

Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

94 516 960

Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

94 516 961

Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

99 973 960

Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

cont...









TRW
EngineComponents












MERCEDES-BENZ


	99 973 961	Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→
	99 979 960	Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→
	99 979 961	Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
	78 902 600	PAIR PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/G1; PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/S 78 902 610 0,25 / 78 902 620 0,50 / 78 902 630 0,75 / 78 902 640 1,00, The upper shell is marked with 'SPUTTER', 08.1989→, mot. 528573→
	77 262 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 367 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 367 694 SEMI / 87 367 600 STD
	87 403 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00

	50 009 132	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	50 003 141	-- G - S - - - - ; bare

M

	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16100 IN/EX; 18.028/ x 12 x 67 G2
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		81-16101 IN/EX; 18.235/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		81-16102 IN/EX; 18.435/ x 12 x 67 G2
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°		
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°		
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		
	50 005 210	→mot. 504397		50 005 837
	50 005 615			

470		128	
	OM 441 Euro 0	955	
		03.1991→02.1991	D A 6 10965 cm ³ 2V 200 kW 272 PS  142

	90 220 602	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ... →mot. 892886
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cont...



91 630 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, KBB
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
→mot. 892886

94 512 600



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 892887→

94 516 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 892887→

99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 892887→

99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 892887→



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



90 220 962

Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886

90 220 963

Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886

91 630 960

Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886

91 630 961

Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 892886

94 512 960

Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

94 512 961

Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

94 516 960

Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

94 516 961

Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

99 973 960

Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

99 973 961

Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

99 979 960

Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

99 979 961

Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 892887→

cont...





TRW
EngineComponents



MERCEDES-BENZ

	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 902 600	PAIR PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/G1; PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/S 78 902 610 0,25 / 78 902 620 0,50 / 78 902 630 0,75 / 78 902 640 1,00 , The upper shell is marked with 'SPUTTER', 08.1989→, mot. 528573→
	77 262 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 367 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 367 694 SEMI / 87 367 600 STD
	87 403 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
		LK-1610
		50 004 893 EX; 53.11 x 43 x 9.2; ST; 45°
		50 004 892 IN; 60.11 x 51 x 8.9; ST; 30°
		50 004 890 IN; 61.11 x 51 x 9; ST; 30°

471

128

OM 441 Euro 1

986 - 989, 991 - 993, 996 - 999

D LA 6 10965 cm³ 2V 230-250 kW 313-340 PS £16,25:1 H 142

94 331 600



Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3

KKK, RTK, Lox, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



94 331 960

Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 331 961

Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 902 600

PAIR PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/G1; PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/S
78 902 610 0,25 / 78 902 620 0,50 / 78 902 630 0,75 / 78 902 640 1,00, The upper shell is marked with 'SPUTTER', 08.1989→, mot. 528573→

77 262 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 367 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 367 694 SEMI / 87 367 600 STD

cont...





















	87 403 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00
	50 009 132	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	50 003 141	-- G - S - - - - -; bare
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 210	→mot. 504397
	50 005 615	
	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2
	50 005 837	

472 **128**
OM 441 Euro 1 **990**
D LA 6 10965 cm³ 2V 250 kW 340 PS 142

	94 331 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 KKK, RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	94 361 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	94 655 600	Cyl. Ø: 128; KH: 81.15; MT: -24.6; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	94 331 960	Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 331 961	Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 361 960	Piston: 94361600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 361 961	Piston: 94361600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 655 960	Piston: 94655600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 655 961	Piston: 94655600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

cont...



	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 902 600	PAIR PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/G1; PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/S 78 902 610 0,25 / 78 902 620 0,50 / 78 902 630 0,75 / 78 902 640 1,00 , The upper shell is marked with 'SPUTTER', 08.1989→, mot. 528573→
	77 262 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 367 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 367 694 SEMI / 87 367 600 STD
	87 403 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00
	50 009 132	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	50 003 141	-- G - S - - - - ; bare
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 210	→mot. 504397
	50 005 615	
		 LK-1610
		 81-16100 IN/EX; 18.028/ x 12 x 67 G2
		 81-16101 IN/EX; 18.235/ x 12 x 67 G2
		 81-16102 IN/EX; 18.435/ x 12 x 67 G2
		 50 005 837
473	 128	
	OM 442 Euro 1	901-404 07.1995→
		D A 8 14618 cm ³ 2V  142
	94 331 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 KKK, RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	94 331 960	Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 331 961	Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.







cont...





TRW
EngineComponents






MERCEDES-BENZ

	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 834	
		 LK-1610
		 81-16100 IN/EX; 18.028/ x 12 x 67 G2
		81-16101 IN/EX; 18.235/ x 12 x 67 G2
		81-16102 IN/EX; 18.435/ x 12 x 67 G2

M

474		128
	OM 442	901-500 03.1991 → 12.2003 D LA 8 14618 cm ³ 2V 142
	OM 442 Euro 0	901-500 03.1991 → 12.2003 D LA 8 14618 cm ³ 2V 142
	OM 442 Euro 1	901-500 03.1991 → 12.2003 D LA 8 14618 cm ³ 2V 142

	90 220 602	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... → mot. 622823
	91 630 600	Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... → mot. 622823
	94 331 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 KKK, RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...

cont...



94 512 600



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→

94 516 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→

99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→

99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

M



90 220 962

Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

90 220 963

Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 960

Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 961

Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

94 331 960

Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 331 961

Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 512 960

Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 512 961

Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 960

Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 961

Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 973 960

Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 973 961

Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 979 960

Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 979 961

Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→



89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.






cont..





TRW
EngineComponents






MERCEDES-BENZ

89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.
78 921 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S 78 921 610 0,25 / 78 921 620 0,50, The lower shell is marked with 'SPUTTER'.
77 249 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S; HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.472 St/B/G1 77 249 610 0,25 / 77 249 620 0,50
77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
 50 003 143	-- G - S - - - -; bare
 50 004 665	EX; 17.1 x 8 x 90.3 x A -- 45° - 1 - Exhaust brake valve - dome
16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
 92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
50 004 890	IN; 61.11 x 51 x 9; ST; 30°
 50 005 834	

 LK-1610	
 81-16100	IN/EX; 18.028/ x 12 x 67 G2
81-16101	IN/EX; 18.235/ x 12 x 67 G2
81-16102	IN/EX; 18.435/ x 12 x 67 G2

475		128					
	OM 442	901-501					
		03.1991 → 02.1991	D	LA	8	14618 cm ³	2V
	OM 442 Euro 0	901-501					
		03.1991 → 02.1991	D	LA	8	14618 cm ³	2V
	OM 442 Euro 1	901-501					
		03.1991 → 02.1991	D	LA	8	14618 cm ³	2V

	90 220 602	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ... → mot. 622823
	91 630 600	Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ... → mot. 622823
	94 331 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 KKK, RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

cont...





94 512 600



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→

94 516 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→

99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→

99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

M



90 220 962

Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

90 220 963

Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 960

Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 961

Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

94 331 960

Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 331 961

Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 512 960

Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 512 961

Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 960

Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 961

Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 973 960

Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 973 961

Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 979 960

Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 979 961

Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→



89 395 110







N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110






N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

cont..



89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
78 921 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S 78 921 610 0,25 / 78 921 620 0,50 , The lower shell is marked with 'SPUTTER'.
77 249 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S; HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.472 St/B/G1 77 249 610 0,25 / 77 249 620 0,50
77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
 16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
 92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
50 004 890	IN; 61.11 x 51 x 9; ST; 30°
 50 005 834	
	 LK-1610
	 81-16100 IN/EX; 18.028/ x 12 x 67 G2
	81-16101 IN/EX; 18.235/ x 12 x 67 G2
	81-16102 IN/EX; 18.435/ x 12 x 67 G2

M

476	 128
 OM 442	901-502 03.1991 → 02.1991 D LA 8 14618 cm ³ 2V 142
OM 442 Euro 0	901-502 03.1991 → 02.1991 D LA 8 14618 cm ³ 2V 142
OM 442 Euro 1	901-502 03.1991 → 02.1991 D LA 8 14618 cm ³ 2V 142
 90 220 602	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... → mot. 622823
 91 630 600	Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... → mot. 622823
 94 331 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 KKK, RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...

cont...



94 512 600



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→

94 516 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→

99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→

99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

M



90 220 962

Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

90 220 963

Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 960

Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 961

Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

94 331 960

Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 331 961

Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 512 960

Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 512 961

Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 960

Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 961

Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 973 960

Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 973 961

Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 979 960

Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 979 961

Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→



89 395 110





N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110



N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.






cont..



89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
78 921 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S 78 921 610 0,25 / 78 921 620 0,50 , The lower shell is marked with 'SPUTTER'.
77 249 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S; HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.472 St/B/G1 77 249 610 0,25 / 77 249 620 0,50
77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
 16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	 LK-1610
	 92-16126 EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127 EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893 EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149 EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128 EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892 IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151 IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152 IN; 60.31 x 51.2 x 8.6; G1; 30°
	50 004 890 IN; 61.11 x 51 x 9; ST; 30°




 **50 005 834**

477	 128
 OM 442 Euro 1	901-504 03.1991 → D LA 8 14618 cm ³ 2V  142

 94 331 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 KKK, RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
 80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
 94 331 960	Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
94 331 961	Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.

cont...



	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 834	





LK-1610





81-16100	IN/EX; 18.028/ x 12 x 67 G2
81-16101	IN/EX; 18.235/ x 12 x 67 G2
81-16102	IN/EX; 18.435/ x 12 x 67 G2


478		128
	OM 442 Euro 1	901-505, 901-506
		03.1991 → D LA 8 14618 cm ³ 2V 

	94 331 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 KKK, RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
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	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

	94 331 960	Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
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	94 331 961	Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
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	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
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	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
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	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
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	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
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	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
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	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.
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	78 921 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S 78 921 610 0,25 / 78 921 620 0,50, The lower shell is marked with 'SPUTTER'.
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	77 249 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S; HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.472 St/B/G1 77 249 610 0,25 / 77 249 620 0,50
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	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

cont...



TRW
EngineComponents



MERCEDES-BENZ

87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
50 004 890	IN; 61.11 x 51 x 9; ST; 30°
50 005 834	






LK-1610	
81-16100	IN/EX; 18.028/ x 12 x 67 G2
81-16101	IN/EX; 18.235/ x 12 x 67 G2
81-16102	IN/EX; 18.435/ x 12 x 67 G2

479 **128**
OM 442 Euro 2 **901-507** D LA 8 14618 cm³ 2V 142








94 681 600	Cyl. Ø: 128; KH: 81.45; MT: -24; MØ: 72.4; GL: 126.45; piston pin: 46x105; number of piston rings: 3 RTK, KKK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
99 813 600	Cyl. Ø: 128; KH: 81.15; MT: -24; MØ: 72.4; GL: 126.15; piston pin: 46x105; number of piston rings: 3 RTK, KKK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
94 681 960	Piston: 94681600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
94 681 961	Piston: 94681600; Cylinder liner: 89556110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
99 813 960	Piston: 99813600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
78 921 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S 78 921 610 0,25 / 78 921 620 0,50 , The lower shell is marked with 'SPUTTER'.
77 249 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S; HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.472 St/B/G1 77 249 610 0,25 / 77 249 620 0,50
77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD

cont...








	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16100
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		IN/EX; 18.028/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		81-16101
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		IN/EX; 18.235/ x 12 x 67 G2
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		81-16102
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		IN/EX; 18.435/ x 12 x 67 G2
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°		
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°		
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		
	50 005 834			



480		128	OM 442 Euro 2	901-508	D LA 8 14618 cm ³ 2V		142
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	94 681 600	Cyl. Ø: 128; KH: 81.45; MT: -24; MØ: 72.4; GL: 126.45; piston pin: 46x105; number of piston rings: 3 RTK, KKK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	99 813 600	Cyl. Ø: 128; KH: 81.15; MT: -24; MØ: 72.4; GL: 126.15; piston pin: 46x105; number of piston rings: 3 RTK, KKK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	94 681 960	Piston: 94681600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 681 961	Piston: 94681600; Cylinder liner: 89556110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	99 813 960	Piston: 99813600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	78 921 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S 78 921 610 0,25 / 78 921 620 0,50 , The lower shell is marked with 'SPUTTER'.
	77 249 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S; HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.472 St/B/G1 77 249 610 0,25 / 77 249 620 0,50
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	50 003 143	-- G - S - - - - ; bare

cont...



	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16100
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		IN/EX; 18.028/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		81-16101
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		IN/EX; 18.235/ x 12 x 67 G2
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		81-16102
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		IN/EX; 18.435/ x 12 x 67 G2
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°		
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°		
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		
	50 005 834			

481		128
	OM 442	901-520
		03.1991 → 12.2003 D LA 8 14618 cm ³ 2V
	OM 442 Euro 0	901-520
		03.1991 → 12.2003 D LA 8 14618 cm ³ 2V
	OM 442 Euro 2	901-520
		03.1991 → 12.2003 D LA 8 14618 cm ³ 2V
	OM 442 Euro 1	901-520
		03.1991 → 12.2003 D LA 8 14618 cm ³ 2V

	94 331 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 KKK, RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	94 512 600	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... mot. 622824→
	94 516 600	Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3 Lox, RTK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... mot. 622824→
	94 681 600	Cyl. Ø: 128; KH: 81.45; MT: -24; MØ: 72.4; GL: 126.45; piston pin: 46x105; number of piston rings: 3 RTK, KKK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	99 813 600	Cyl. Ø: 128; KH: 81.15; MT: -24; MØ: 72.4; GL: 126.15; piston pin: 46x105; number of piston rings: 3 RTK, KKK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...

cont...





99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→

99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



94 331 960

Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 331 961

Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 512 960

Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 512 961

Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 960

Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 961

Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 681 960

Piston: 94681600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 681 961

Piston: 94681600; Cylinder liner: 89556110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

99 813 960

Piston: 99813600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

99 973 960

Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 973 961

Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 979 960

Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 979 961

Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→



89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / **78 693 610** 0,25 / **78 693 620** 0,50 / **78 693 630** 0,75 / **78 693 640** 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / **78 694 614** 0,25 / **78 694 624** 0,50 / **78 694 634** 0,75 / **78 694 644** 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / **78 897 610** 0,25 / **78 897 620** 0,50 / **78 897 630** 0,75 / **78 897 640** 1,00, The upper shell is marked with 'SPUTTER'.

77 263 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 348 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 385 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 385 694 SEMI / **87 385 600** STD

cont...



87 401 604 SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00



50 003 143 -- G - S - - - -; bare



50 004 665 EX; 17.1 x 8 x 90.3 x A -- 45° - 1 -
Exhaust brake valve - dome

16150 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

16117 IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146 IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



92-16126 EX; 53.11 x 43 x 9.15; G1; 45°

92-16127 EX; 53.11 x 43 x 9.2; G1; 45°

50 004 893 EX; 53.11 x 43 x 9.2; ST; 45°

92-16149 EX; 53.31 x 43 x 9.4; G1; 45°

92-16128 EX; 53.51 x 43.2 x 9.6; G1; 45°

50 004 892 IN; 60.11 x 51 x 8.9; ST; 30°

92-16151 IN; 60.11 x 51.2 x 8.4; G1; 30°

92-16152 IN; 60.31 x 51.2 x 8.6; G1; 30°

50 004 890 IN; 61.11 x 51 x 9; ST; 30°



50 005 834

482

128



OM 442

901/-400

03.1991 → 12.2003 D LA 8 14618 cm³ 2V 142

OM 442 Euro 0

901/-400

03.1991 → 12.2003 D LA 8 14618 cm³ 2V 142

OM 442 Euro 1

901/-400

03.1991 → 12.2003 D LA 8 14618 cm³ 2V 142



90 220 602



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3
Lox, RTK, KBB

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

→ mot. 622823



91 630 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, KBB

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

→ mot. 622823



94 331 600



Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3
KKK, RTK, Lox, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**



94 512 600



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

mot. 622824→



94 516 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

mot. 622824→



cont...

M



99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→

99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



90 220 962

Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

90 220 963

Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 960

Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 961

Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

94 331 960

Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 331 961

Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 512 960

Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 512 961

Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 960

Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 961

Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 973 960

Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 973 961

Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 979 960

Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 979 961

Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→



89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.

77 263 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 348 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

cont...



TRW
EngineComponents



MERCEDES-BENZ

	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	50 003 143	-- G - S - - - - ; bare
	50 004 665	EX; 17.1 x 8 x 90.3 x A - - 45° - 1 - Exhaust brake valve - dome
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16122	IN; 60.11 x 51.2 x 8.4; G1; 45°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	92-16123	IN; 60.51 x 51.2 x 8.9; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 834	



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2

483

128



OM 442 Euro 0

941 - 946, 950, 952, 957, 959

D A 8 14618 cm³ 2V 260-269 kW 354-366 PS

142



90 220 602



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3
Lox, RTK, KBB

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

→mot. 622823



91 630 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, KBB

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

→mot. 622823



94 512 600



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

mot. 622824→



94 516 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

mot. 622824→



99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

mot. 622824→



cont...

M



TRW
EngineComponents



MERCEDES-BENZ

99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



90 220 962

Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

90 220 963

Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 960

Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 961

Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

94 512 960

Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 512 961

Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 960

Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 961

Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 973 960

Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 973 961

Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 979 960

Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 979 961

Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

M



89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.

77 263 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 348 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 385 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 385 694 SEMI / 87 385 600 STD

87 401 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00



50 009 133

Length: 256; counterbore: 95; piston pin: 46; conrod parallel

50 009 130

Length: 256; counterbore: 95; piston pin: 46; keystone conrod



50 003 141

-- G - S - - - - ; bare



50 004 665

EX; 17.1 x 8 x 90.3 x A - - 45° - 1 -
Exhaust brake valve - dome

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

cont...



TRW
EngineComponents



MERCEDES-BENZ

16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-16102	IN/EX; 18.435/ x 12 x 67 G2
92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		
92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		
50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		
92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		
92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°		
92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°		
50 004 890	IN; 61.11 x 51 x 9; ST; 30°		
50 005 210	→mot. 504397	50 005 834	
50 005 615			

484	128	951, 953	D LA 8 14618 cm ³ 2V 320-329 kW 435-447 PS	142
	OM 442 Euro 0			

90 220 602	 	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... →mot. 622823
91 630 600	 	Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... →mot. 622823
94 512 600	 	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... mot. 622824→
94 516 600	 	Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3 Lox, RTK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... mot. 622824→
99 973 600	 	Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3 RTK, KKK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... mot. 622824→
99 979 600	 	Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3 RTK, KKK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... mot. 622824→
80 00195 1 0 000		Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 1 1 000		Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
80 00195 1 2 000		Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
80 00195 1 3 000		Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

cont...














TRW
EngineComponents



MERCEDES-BENZ

	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	90 220 962	Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823
	90 220 963	Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823
	91 630 960	Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823
	91 630 961	Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823
	94 512 960	Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	94 512 961	Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	94 516 960	Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	94 516 961	Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	99 973 960	Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	99 973 961	Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	99 979 960	Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	99 979 961	Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
M 	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	78 921 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S 78 921 610 0,25 / 78 921 620 0,50 , The lower shell is marked with 'SPUTTER'.
	77 249 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S; HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.472 St/B/G1 77 249 610 0,25 / 77 249 620 0,50
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	50 009 133	Length: 256; counterbore: 95; piston pin: 46; conrod parallel
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	50 003 141	-- G - S - - - - ; bare
	50 004 665	EX; 17.1 x 8 x 90.3 x A - - 45° - 1 - Exhaust brake valve - dome
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
		LK-1610
		81-16100 IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

cont...



TRW
EngineComponents




MERCEDES-BENZ

50 004 890	IN; 61.11 x 51 x 9; ST; 30°	
50 005 210	→mot. 504397	50 005 834
50 005 615		
485	128	
OM 442 Euro 0	958	
	D A 8 14618 cm ³ 2V 269 kW 366 PS	€ 16,25:1 142
90 220 602	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... →mot. 622823	
91 630 600	Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... →mot. 622823	
80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]	
80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]	
80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]	
80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]	
80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]	
90 220 962	Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823	
90 220 963	Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823	
91 630 960	Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823	
91 630 961	Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823	
89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00	
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00	
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.	
78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.	
77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod	
87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B	
87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD	
87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00	
50 009 133	Length: 256; counterbore: 95; piston pin: 46; conrod parallel	
50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod	
50 003 141	-- G - S - - - -; bare	
50 004 665	EX; 17.1 x 8 x 90.3 x A - - 45° - 1 - Exhaust brake valve - dome	LK-1610
16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	81-16100 IN/EX; 18.028/ x 12 x 67 G2
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-16101 IN/EX; 18.235/ x 12 x 67 G2
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-16102 IN/EX; 18.435/ x 12 x 67 G2

cont...



	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°

	50 005 210	→mot. 504397
	50 005 615	




486

128

OM 442 Euro 0

962 - 966, 968, 971 - 972, 976

D A 8 14618 cm³ 2V 269 kW 366 PS 142

	90 220 602	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... →mot. 622823
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91 630 600

Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... →mot. 622823



94 512 600

Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... mot. 622824→



94 516 600

Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3 Lox, RTK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... mot. 622824→



99 973 600


Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3 RTK, KKK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... mot. 622824→
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99 979 600










Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3 RTK, KKK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... mot. 622824→
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	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

cont...



	90 220 962	Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823
	90 220 963	Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823
	91 630 960	Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823
	91 630 961	Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823
	94 512 960	Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	94 512 961	Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	94 516 960	Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	94 516 961	Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	99 973 960	Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	99 973 961	Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	99 979 960	Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	99 979 961	Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	50 009 133	Length: 256; counterbore: 95; piston pin: 46; conrod parallel
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	50 003 141	-- G - S - - - -; bare
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

cont...

M



TRW
EngineComponents



MERCEDES-BENZ



50 005 210 →mot. 504397



50 005 834

50 005 615

487

128



OM 442 Euro 0

967

D A 8 14618 cm³ 2V 269 kW 366 PS € 16,25:1 H 142



90 220 602



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3

Lox, RTK, KBB

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

→mot. 622823



91 630 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3

Lox, RTK, KBB

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

→mot. 622823



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



90 220 962

Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

90 220 963

Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 960

Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 961

Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

M



89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.

77 263 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 348 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 385 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B

87 385 694 SEMI / 87 385 600 STD

87 401 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00



50 009 133

Length: 256; counterbore: 95; piston pin: 46; conrod parallel

50 009 130

Length: 256; counterbore: 95; piston pin: 46; keystone conrod



50 003 141

-- G - S - - - - ; bare



16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III



92-16126

EX; 53.11 x 43 x 9.15; G1; 45°

92-16127

EX; 53.11 x 43 x 9.2; G1; 45°



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2

cont...



TRW
EngineComponents



MERCEDES-BENZ

50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°	
92-16149	EX; 53.31 x 43 x 9.4; G1; 45°	
92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°	
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°	
92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°	
92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°	
50 004 890	IN; 61.11 x 51 x 9; ST; 30°	
50 005 210	→mot. 504397	50 005 834
50 005 615		

488 **128**
OM 442 Euro 0 **969-502 (USA), 969-503 (USA)**
D LA 8 14618 cm³ 2V 261-298 kW 350-400 PS €16,25:1 142

90 220 602	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... →mot. 622823
91 630 600	Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... →mot. 622823

80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

90 220 962	Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823
90 220 963	Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823
91 630 960	Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823
91 630 961	Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823
89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	LK-1610	
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-16100	IN/EX; 18.028/ x 12 x 67 G2
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-1647	IN/EX; 18.03/ x 12 x 67 G1
92-16126	EX; 53.11 x 43 x 9.15; G1; 45°	81-1648	IN/EX; 18.23/ x 12 x 67 G1
92-16127	EX; 53.11 x 43 x 9.2; G1; 45°	81-16101	IN/EX; 18.235/ x 12 x 67 G2
92-16149	EX; 53.31 x 43 x 9.4; G1; 45°	81-1649	IN/EX; 18.43/ x 12 x 67 G1
92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°	81-16102	IN/EX; 18.435/ x 12 x 67 G2
92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°		
92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°		
50 005 834			

M



TRW
EngineComponents



MERCEDES-BENZ

489

128



OM 442 Euro 0

969-504 (USA)

D LA 8 14618 cm³ 2V 261 kW 350 PS € 16,25:1 142



16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III



92-16126

EX; 53.11 x 43 x 9.15; G1; 45°

92-16127

EX; 53.11 x 43 x 9.2; G1; 45°

92-16149

EX; 53.31 x 43 x 9.4; G1; 45°

92-16128

EX; 53.51 x 43.2 x 9.6; G1; 45°

92-16151

IN; 60.11 x 51.2 x 8.4; G1; 30°

92-16152

IN; 60.31 x 51.2 x 8.6; G1; 30°



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-1647

IN/EX; 18.03/ x 12 x 67 G1

81-1648

IN/EX; 18.23/ x 12 x 67 G1

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-1649

IN/EX; 18.43/ x 12 x 67 G1

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 005 834

490

128



OM 442 Euro 0

974 - 975, 991

1985 →

D LA 8 14618 cm³ 2V 269-362 kW 366-492 PS 142



90 220 602

Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3

Lox, RTK, KBB

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

→ mot. 622823



91 630 600

Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3

Lox, RTK, KBB

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

→ mot. 622823



94 512 600

Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

mot. 622824 →



94 516 600

Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

mot. 622824 →



99 973 600

Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

mot. 622824 →



99 979 600

Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

mot. 622824 →



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

cont...



TRW
EngineComponents



MERCEDES-BENZ

	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	90 220 962	Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823
	90 220 963	Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823
	91 630 960	Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823
	91 630 961	Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823
	94 512 960	Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	94 512 961	Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	94 516 960	Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	94 516 961	Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	99 973 960	Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	99 973 961	Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	99 979 960	Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	99 979 961	Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	78 921 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S 78 921 610 0,25 / 78 921 620 0,50 , The lower shell is marked with 'SPUTTER'.
	77 249 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S; HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.472 St/B/G1 77 249 610 0,25 / 77 249 620 0,50
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
		LK-1610
		81-16100 IN/EX; 18.028/ x 12 x 67 G2
		81-16101 IN/EX; 18.235/ x 12 x 67 G2
		81-16102 IN/EX; 18.435/ x 12 x 67 G2

M














491		128
	OM 442 Euro 1	977 - 978
D	A	8
14618	cm ³	2V
250	kW	340 PS
€ 18:1		142



TRW
EngineComponents



MERCEDES-BENZ

	94 956 600	Cyl. Ø: 128; KH: 81.45; MT: -23.2; MØ: 65.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3 Lox, RTK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...	
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]	
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]	
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]	
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]	
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]	
	94 956 960	Piston: 94956600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	94 956 961	Piston: 94956600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00	
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00	
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.	
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.	
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod	
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B	
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD	
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00	
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod	
	50 003 141	-- G - S - - - - ; bare	
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	 LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	 81-16100 IN/EX; 18.028/ x 12 x 67 G2
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-16101 IN/EX; 18.235/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°	81-16102 IN/EX; 18.435/ x 12 x 67 G2
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°	
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°	
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°	
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°	
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°	
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°	
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°	
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°	
	50 005 210	→mot. 504397	 50 005 834
	50 005 615		



492



128



OM 442 Euro 0

980, 982 - 983

D LA 8 14618 cm³ 2V 320-329 kW 435-447 PS

142



90 220 602



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3

Lox, RTK, KBB

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

→mot. 622823



91 630 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3

Lox, RTK, KBB

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

→mot. 622823



94 512 600



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

mot. 622824→



94 516 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

mot. 622824→



99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

mot. 622824→



99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

mot. 622824→



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



90 220 962

Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

90 220 963

Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 960

Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 961

Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

94 512 960

Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 512 961

Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 960

Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

cont...

M



TRW
EngineComponents



MERCEDES-BENZ

	94 516 961	Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→	
	99 973 960	Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→	
	99 973 961	Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→	
	99 979 960	Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→	
	99 979 961	Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→	
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00	
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.	
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.	
	78 921 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S 78 921 610 0,25 / 78 921 620 0,50 , The lower shell is marked with 'SPUTTER'.	
	77 249 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S; HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.472 St/B/G1 77 249 610 0,25 / 77 249 620 0,50	
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod	
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B	
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD	
M		50 009 133	Length: 256; counterbore: 95; piston pin: 46; conrod parallel
		50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
		50 003 141	-- G - S - - - - ; bare
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-16100 IN/EX; 18.028/ x 12 x 67 G2
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-16101 IN/EX; 18.235/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°	81-16102 IN/EX; 18.435/ x 12 x 67 G2
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°	
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°	
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°	
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°	
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°	
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°	
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°	
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°	
	50 005 210	→mot. 504397	50 005 834
	50 005 615		

493	128									
	OM 442 Euro 0	985, 989	D	LA	8	14618 cm ³	2V	362 kW	492 PS	142
	OM 442	989	D	LA	8	14618 cm ³	2V	362 kW	492 PS	142



90 220 602



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3
Lox, RTK, KBB
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
→mot. 622823

91 630 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, KBB
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
→mot. 622823

94 512 600



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→

94 516 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→

99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→

99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



90 220 962

Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

90 220 963

Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 960

Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 961

Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

94 512 960

Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 512 961

Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 960

Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 961

Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 973 960

Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

cont...





















TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

	99 973 961	Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	99 979 960	Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	99 979 961	Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	78 921 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S 78 921 610 0,25 / 78 921 620 0,50 , The lower shell is marked with 'SPUTTER'.
	77 249 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S; HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.472 St/B/G1 77 249 610 0,25 / 77 249 620 0,50
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	50 003 141	-- G - S - - - - ; bare
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 210	→mot. 504397
	50 005 615	
	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2
	50 005 834	

M

494		128							
	OM 442 Euro 0	993 - 994							
			D	LA	8	14618 cm ³	2V	362 kW	492 PS
	90 220 602		Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3						
			Lox, RTK, KBB						
			T6	3	MO	G6			
			M	3	CR	G3			
			DSF	4	CR				
			→ 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...						
			→mot. 622823						

cont...



91 630 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, KBB
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
→mot. 622823

94 512 600



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→

94 516 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→

99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→

99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



90 220 962

Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

90 220 963

Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 960

Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 961

Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

94 512 960

Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 512 961

Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 960

Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 961

Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 973 960

Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 973 961

Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 979 960

Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→









99 979 961

Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→


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	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	78 921 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S 78 921 610 0,25 / 78 921 620 0,50 , The lower shell is marked with 'SPUTTER'.
	77 249 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S; HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.472 St/B/G1 77 249 610 0,25 / 77 249 620 0,50
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	50 004 664	EX; 17 x 8 x 84.1 x A - - 45° - 1 - Exhaust brake valve - flat
	50 004 665	EX; 17.1 x 8 x 90.3 x A - - 45° - 1 - Exhaust brake valve - dome
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	50 005 210	→ mot. 504397
	50 005 615	
	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16122	IN; 60.11 x 51.2 x 8.4; G1; 45°
	92-16123	IN; 60.51 x 51.2 x 8.9; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 834	

M

495		128	OM 442 Euro 1	997 - 998	D	LA	8	14618 cm ³	2V	370 kW	503 PS	€ 16,75:1		142
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	94 331 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 KKK, RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	94 331 960	Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 331 961	Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
















cont...



TRW
EngineComponents















MERCEDES-BENZ



	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 644 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	78 921 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S 78 921 610 0,25 / 78 921 620 0,50 , The lower shell is marked with 'SPUTTER'.
	77 249 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S; HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.472 St/B/G1 77 249 610 0,25 / 77 249 620 0,50
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	50 003 141	-- G - S - - - -; bare
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 210	→mot. 504397
	50 005 615	
	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2
	50 005 834	
496		128
	OM 442 Euro 1	999
		07.1995 →
		D LA 8 14618 cm ³ 2V 370 kW 503 PS €16,75:1 142
	94 331 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 KKK, RTK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	94 331 960	Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 331 961	Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.






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	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	78 921 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S 78 921 610 0,25 / 78 921 620 0,50 , The lower shell is marked with 'SPUTTER'.
	77 249 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S; HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.472 St/B/G1 77 249 610 0,25 / 77 249 620 0,50
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	50 003 142	-- G - S - - - - EVB -; bare
	50 004 665	EX; 17.1 x 8 x 90.3 x A - - 45° - 1 - Exhaust brake valve - dome
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16122	IN; 60.11 x 51.2 x 8.4; G1; 45°
	92-16123	IN; 60.51 x 51.2 x 8.9; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 210	→mot. 504397
	50 005 615	
		 LK-1610
		 81-16100 IN/EX; 18.028/ x 12 x 67 G2
		 81-16101 IN/EX; 18.235/ x 12 x 67 G2
		 81-16102 IN/EX; 18.435/ x 12 x 67 G2
		 50 005 834

M

497	 128
 OM 443 Euro 0	901-500 08.1989 → 03.1991 D LA 10 18273 cm³ 2V 142

	90 220 602	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB
		T6 3 MO G6 M 3 CR G3 DSF 4 CR
		→ 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... →mot. 622823
	91 630 600	Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB
		T6 3 MO G6 M 3 CR G3 DSF 4 CR
		→ 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... →mot. 622823

cont...



94 512 600



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→



94 516 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→



99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→



99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



90 220 962

Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

90 220 963

Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 960

Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 961

Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

94 512 960

Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 512 961

Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 960

Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 961

Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 973 960

Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 973 961

Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 979 960

Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 979 961

Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→



89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.




89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

cont...





	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	77 275 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
	87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°



LK-1610



81-16100	IN/EX; 18.028/ x 12 x 67 G2
81-16101	IN/EX; 18.235/ x 12 x 67 G2
81-16102	IN/EX; 18.435/ x 12 x 67 G2

498

128



OM 443 Euro 1

901-504

07.1995 →

D LA 10 18273 cm³ 2V

142

M



94 331 600

Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3
KKK, RTK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...**



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



94 331 960

Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 331 961

Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.

77 275 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod





87 347 690






SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B




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







87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00




	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610	
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16100	IN/EX; 18.028/ x 12 x 67 G2
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		81-16101	IN/EX; 18.235/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		81-16102	IN/EX; 18.435/ x 12 x 67 G2
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°			
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°			
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°			
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°			
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°			
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°			
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°			
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°			




499		128	
	OM 443	901/-400	
		08.1989→02.1991	D A 10 18273 cm ³ 2V  142
	OM 443 Euro 0	901/-400	
		08.1989→02.1991	D A 10 18273 cm ³ 2V  142
	OM 443 Euro 1	901/-400	
		08.1989→02.1991	D A 10 18273 cm ³ 2V  142

	90 220 602	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB
		T6 3 MO G6 M 3 CR G3 DSF 4 CR
		→ 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... →mot. 622823

	91 630 600	Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB
		T6 3 MO G6 M 3 CR G3 DSF 4 CR
		→ 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... →mot. 622823

	94 331 600	Cyl. Ø: 128; KH: 81.45; MT: -24.5; MØ: 66.6; GL: 126.45; piston pin: 46x105; number of piston rings: 3 KKK, RTK, Lox, TPL
		T6 3 MO G6 M 3 CR G3 DSF 4 CR
		→ 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...

	94 512 600	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, TPL
		T6 3 MO G6 M 3 CR G3 DSF 4 CR
		→ 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... mot. 622824→

	94 516 600	Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3 Lox, RTK, TPL
		T6 3 MO G6 M 3 CR G3 DSF 4 CR
		→ 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... mot. 622824→

cont...





99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→

99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 622824→



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



90 220 962

Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

90 220 963

Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 960

Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 961

Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

94 331 960

Piston: 94331600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 331 961

Piston: 94331600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 512 960

Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 512 961

Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 960

Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

94 516 961

Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 973 960

Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 973 961

Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 979 960

Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

99 979 961

Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→



89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 897 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.

77 275 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 347 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

cont...










TRW
EngineComponents









MERCEDES-BENZ

- 87 384 690** SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 384 694 SEMI / 87 384 600 STD
- 87 399 604** SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00

	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16100 IN/EX; 18.028/ x 12 x 67 G2
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		81-16101 IN/EX; 18.235/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		81-16102 IN/EX; 18.435/ x 12 x 67 G2
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°		
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°		
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		










500  **128**
 **OM 443 Euro 0** **940**
 D A 10 18273 cm³ 2V 340 kW 462 PS  142

	90 220 602	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... →mot. 622823
	91 630 600	Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... →mot. 622823
	94 512 600	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... mot. 622824→
	94 516 600	Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3 Lox, RTK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... mot. 622824→
	99 973 600	Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3 RTK, KKK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... mot. 622824→
	99 979 600	Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3 RTK, KKK, Lox, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... mot. 622824→

cont...

M



	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]	
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]	
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]	
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]	
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]	
	90 220 962	Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823	
	90 220 963	Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823	
	91 630 960	Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823	
	91 630 961	Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823	
	94 512 960	Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→	
	94 512 961	Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→	
	94 516 960	Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→	
	94 516 961	Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→	
	99 973 960	Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→	
	99 973 961	Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→	
	99 979 960	Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→	
	99 979 961	Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→	
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00	
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00	
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.	
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.	
	77 275 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod	
	87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B	
	87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD	
	87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00	
	50 009 133	Length: 256; counterbore: 95; piston pin: 46; conrod parallel	
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod	
	50 003 141	-- G - S - - - - ; bare	
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°	
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°	
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°	
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°	
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°	
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°	
		LK-1610	
		81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2	
	81-16102	IN/EX; 18.435/ x 12 x 67 G2	

cont...



TRW
EngineComponents



MERCEDES-BENZ

92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
50 004 890	IN; 61.11 x 51 x 9; ST; 30°

501

128



OM 443 Euro 0

980

D LA 10 18273 cm³ 2V 412 kW 560 PS

142



90 220 602



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3

Lox, RTK, KBB

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

→mot. 622823



91 630 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3

Lox, RTK, KBB

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

→mot. 622823



94 512 600



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

mot. 622824→



94 516 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

mot. 622824→



99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

mot. 622824→



99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

mot. 622824→



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



90 220 962

Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

90 220 963

Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 960

Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

91 630 961

Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 622823

94 512 960

Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

cont...

M





TRW
EngineComponents






MERCEDES-BENZ


- 94 512 961** Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
- 94 516 960** Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
- 94 516 961** Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
- 99 973 960** Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
- 99 973 961** Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
- 99 979 960** Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→
- 99 979 961** Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 622824→

-  **89 395 110** N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
- 89 389 110** N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
- 89 556 110** N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

-  **78 693 600** PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
- 78 694 604** PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
- 78 709 600** PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.
- 78 897 600** PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.
- 77 275 694** SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
- 87 347 690** SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
- 87 384 690** SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 384 694 SEMI / 87 384 600 STD
- 87 399 604** SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00

-  **50 009 133** Length: 256; counterbore: 95; piston pin: 46; conrod parallel
- 50 009 130** Length: 256; counterbore: 95; piston pin: 46; keystone conrod
-  **50 003 141** - - G - S - - - - ; bare

-  **16150** EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
- 16117** IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
- 16146** IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

-  **92-16126** EX; 53.11 x 43 x 9.15; G1; 45°
- 92-16127** EX; 53.11 x 43 x 9.2; G1; 45°
- 50 004 893** EX; 53.11 x 43 x 9.2; ST; 45°
- 92-16149** EX; 53.31 x 43 x 9.4; G1; 45°
- 92-16128** EX; 53.51 x 43.2 x 9.6; G1; 45°
- 50 004 892** IN; 60.11 x 51 x 8.9; ST; 30°
- 92-16151** IN; 60.11 x 51.2 x 8.4; G1; 30°
- 92-16152** IN; 60.31 x 51.2 x 8.6; G1; 30°
- 50 004 890** IN; 61.11 x 51 x 9; ST; 30°

-  **LK-1610**
-  **81-16100** IN/EX; 18.028/ x 12 x 67 G2
- 81-16101** IN/EX; 18.235/ x 12 x 67 G2
- 81-16102** IN/EX; 18.435/ x 12 x 67 G2

-  **50 005 205**

502  **128**



OM 444 Euro 0

901-410, 901-505, 901-506

05.1988 → D LA 12 21920 cm³ 2V

 142



90 220 602



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3

Lox, RTK, KBB

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

91 630 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3

Lox, RTK, KBB

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

94 512 600



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

94 516 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3

Lox, RTK, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3

RTK, KKK, Lox, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



90 220 962

Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

90 220 963

Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

91 630 960

Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

91 630 961

Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 512 960

Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 512 961

Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 516 960

Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 516 961

Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.


99 973 960

Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

cont...





- 99 973 961** Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
- 99 979 960** Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
- 99 979 961** Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
-  **89 395 110** N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
- 89 389 110** N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
- 89 556 110** N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

503

 **128**



OM 444 Euro 0

901-500, 901-500

05.1988 → 02.1991 D LA 12 21920 cm³ 2V

 142



90 220 602



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3
Lox, RTK, KBB

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
→ mot. 011528



91 630 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, KBB

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
→ mot. 011528



94 512 600



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 011529→



94 516 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 011529→



99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 011529→



99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL

T6	3	MO	G6
M	3	CR	G3
DSF	4	CR	

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 011529→



- 80 00195 1 0 000** Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
- 80 00195 1 1 000** Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
- 80 00195 1 2 000** Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
- 80 00195 1 3 000** Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
- 80 00195 2 2 000** Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]








cont...



TRW
EngineComponents



MERCEDES-BENZ

	90 220 962	Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 011528
	90 220 963	Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 011528
	91 630 960	Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 011528
	91 630 961	Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 011528
	94 512 960	Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 011529→
	94 512 961	Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 011529→
	94 516 960	Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 011529→
	94 516 961	Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 011529→
	99 973 960	Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 011529→
	99 973 961	Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 011529→
	99 979 960	Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 011529→
	99 979 961	Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 011529→
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.
	78 921 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S 78 921 610 0,25 / 78 921 620 0,50, The lower shell is marked with 'SPUTTER'.
	77 250 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S; HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.472 St/B/G1 77 250 610 0,25 / 77 250 620 0,50
	87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

M

504

128



OM 444 Euro 0

901/-400, 901/-400

05.1988 → 02.1991 D A 12 21920 cm³ 2V

142



90 220 602



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3
Lox, RTK, KBB
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
→mot. 011528

91 630 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, KBB
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
→mot. 011528

94 512 600



Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 011529→

94 516 600



Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3
Lox, RTK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 011529→

99 973 600



Cyl. Ø: 128; KH: 81.45; MT: -27.5; MØ: 66.2; GL: 126.45; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 011529→

99 979 600



Cyl. Ø: 128; KH: 81.15; MT: -27.5; MØ: 66.2; GL: 126.15; piston pin: 46x105; number of piston rings: 3
RTK, KKK, Lox, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
mot. 011529→



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



90 220 962

Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 011528

90 220 963

Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 011528

91 630 960

Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 011528

91 630 961

Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., →mot. 011528

94 512 960

Piston: 94512600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 011529→

94 512 961

Piston: 94512600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 011529→

94 516 960

Piston: 94516600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 011529→

94 516 961

Piston: 94516600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 011529→

99 973 960

Piston: 99973600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 011529→






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TRW
EngineComponents



MERCEDES-BENZ

	99 973 961	Piston: 99973600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 011529→
	99 979 960	Piston: 99979600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 011529→
	99 979 961	Piston: 99979600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., mot. 011529→
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.
	78 921 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S 78 921 610 0,25 / 78 921 620 0,50, The lower shell is marked with 'SPUTTER'.
	77 250 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S; HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.472 St/B/G1 77 250 610 0,25 / 77 250 620 0,50
	87 346 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 366 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 366 694 SEMI / 87 366 600 STD
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	LK-1610	
		81-16100 IN/EX; 18.028/ x 12 x 67 G2
	81-1647 IN/EX; 18.03/ x 12 x 67 G1	
	81-1648 IN/EX; 18.23/ x 12 x 67 G1	
	81-16101 IN/EX; 18.235/ x 12 x 67 G2	
	81-1649 IN/EX; 18.43/ x 12 x 67 G1	
	81-16102 IN/EX; 18.435/ x 12 x 67 G2	

M

505		128	
	OM 445 Euro 2	920 - 927, 929 - 931, 933, 936 - 941	
		D LA 6 10965 cm ³ 2V 180-250 kW 245-340 PS	⊗ 17,25:1 142
	94 681 600	Cyl. Ø: 128; KH: 81.45; MT: -24; MØ: 72.4; GL: 126.45; piston pin: 46x105; number of piston rings: 3 RTK, KKK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...	
	99 813 600	Cyl. Ø: 128; KH: 81.15; MT: -24; MØ: 72.4; GL: 126.15; piston pin: 46x105; number of piston rings: 3 RTK, KKK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...	
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]	
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]	
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]	
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]	
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]	

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TRW
EngineComponents



MERCEDES-BENZ

	94 681 960	Piston: 94681600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 681 961	Piston: 94681600; Cylinder liner: 89556110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	99 813 960	Piston: 99813600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 902 600	PAIR PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/G1; PL STD Ø 90.000 / 95.000 / 26.700 / 2.473 St/B/S 78 902 610 0,25 / 78 902 620 0,50 / 78 902 630 0,75 / 78 902 640 1,00 , The upper shell is marked with 'SPUTTER', 08.1989→, mot. 528573→
	77 262 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 367 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 367 694 SEMI / 87 367 600 STD
	87 403 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00
	50 009 132	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	50 003 142	-- G - S - - - - EVB -; bare
	50 004 665	EX; 17.1 x 8 x 90.3 x A - - 45° - 1 - Exhaust brake valve - dome
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16122	IN; 60.11 x 51.2 x 8.4; G1; 45°
	92-16123	IN; 60.51 x 51.2 x 8.9; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 210	
	50 005 615	
		LK-1610
		81-16100 IN/EX; 18.028/ x 12 x 67 G2
		81-16101 IN/EX; 18.235/ x 12 x 67 G2
		81-16102 IN/EX; 18.435/ x 12 x 67 G2
		50 005 837

M

506		128	OM 446 Euro 2	920, 922, 932, 935 - 936, 939 - 943, 945 - 946, 948	D LA 8 14618 cm ³ 2V 320-390 kW 435-530 PS £17,25:1 142
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	94 681 600	Cyl. Ø: 128; KH: 81.45; MT: -24; MØ: 72.4; GL: 126.45; piston pin: 46x105; number of piston rings: 3 RTK, KKK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	99 813 600	Cyl. Ø: 128; KH: 81.15; MT: -24; MØ: 72.4; GL: 126.15; piston pin: 46x105; number of piston rings: 3 RTK, KKK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

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TRW
EngineComponents



MERCEDES-BENZ

	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]	
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]	
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]	
	94 681 960	Piston: 94681600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	94 681 961	Piston: 94681600; Cylinder liner: 89556110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	99 813 960	Piston: 99813600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00	
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.	
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.	
	78 921 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S 78 921 610 0,25 / 78 921 620 0,50 , The lower shell is marked with 'SPUTTER'.	
	77 249 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.472 St/B/S; HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.472 St/B/G1 77 249 610 0,25 / 77 249 620 0,50	
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod	
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B	
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD	
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod	
	50 003 142	-- G - S - - - - EVB -; bare	
	50 004 665	EX; 17.1 x 8 x 90.3 x A - - 45° - 1 - Exhaust brake valve - dome	LK-1610
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	81-16100 IN/EX; 18.028/ x 12 x 67 G2
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-16101 IN/EX; 18.235/ x 12 x 67 G2
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-16102 IN/EX; 18.435/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°	
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°	
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°	
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°	
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°	
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°	
	92-16122	IN; 60.11 x 51.2 x 8.4; G1; 45°	
	92-16123	IN; 60.51 x 51.2 x 8.9; G1; 30°	
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°	
	50 005 210		50 005 834
	50 005 615		

M

507		128	
	OM 446 Euro 2	923	
		01.1996 →	D LA 8 14618 cm³ 2V 320 kW 435 PS €17,25:1 142

	94 681 600	Cyl. Ø: 128; KH: 81.45; MT: -24; MØ: 72.4; GL: 126.45; piston pin: 46x105; number of piston rings: 3 RTK, KKK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
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cont...



TRW
EngineComponents



MERCEDES-BENZ

99 813 600



Cyl. Ø: 128; KH: 81.15; MT: -24; MØ: 72.4; GL: 126.15; piston pin: 46x105; number of piston rings: 3
RTK, KKK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

94 681 960



Piston: 94681600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

94 681 961

Piston: 94681600; Cylinder liner: 89556110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

99 813 960

Piston: 99813600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110



N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

50 009 130



Length: 256; counterbore: 95; piston pin: 46; keystone conrod

50 003 142



-- G - S - - - - EVB -; bare

50 004 665



EX; 17.1 x 8 x 90.3 x A - - 45° - 1 -
Exhaust brake valve - dome

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

92-16126



EX; 53.11 x 43 x 9.15; G1; 45°

92-16127

EX; 53.11 x 43 x 9.2; G1; 45°

50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16149

EX; 53.31 x 43 x 9.4; G1; 45°

92-16128

EX; 53.51 x 43.2 x 9.6; G1; 45°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16122

IN; 60.11 x 51.2 x 8.4; G1; 45°

92-16123

IN; 60.51 x 51.2 x 8.9; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°

50 005 615



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2

M

508

128

OM 446 Euro 2

924 - 931, 934

D LA 8 14618 cm³ 2V 280 kW 381 PS €17,25:1 142

94 681 600



Cyl. Ø: 128; KH: 81.45; MT: -24; MØ: 72.4; GL: 126.45; piston pin: 46x105; number of piston rings: 3
RTK, KKK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

99 813 600



Cyl. Ø: 128; KH: 81.15; MT: -24; MØ: 72.4; GL: 126.15; piston pin: 46x105; number of piston rings: 3
RTK, KKK, TPL
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000










Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]


80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]




cont...








	94 681 960	Piston: 94681600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	94 681 961	Piston: 94681600; Cylinder liner: 89556110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	99 813 960	Piston: 99813600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	50 003 142	-- G - S - - - - EVB -; bare
	50 004 665	EX; 17.1 x 8 x 90.3 x A - - 45° - 1 - Exhaust brake valve - dome
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16122	IN; 60.11 x 51.2 x 8.4; G1; 45°
	92-16123	IN; 60.51 x 51.2 x 8.9; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 210	 50 005 834
	50 005 615	

	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

M

509  **128**
 **OM 447** **900/-000**
D AN 6 11970 cm³ 2V  155

	90 593 600	Cyl. Ø: 128; KH: 90; MT: -30; MØ: 59.8; GL: 140; piston pin: 46x99; number of piston rings: 3 Lox, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... with splash oil-cooling, exchangeable only in sets
 	91 597 600	Cyl. Ø: 128; KH: 89.7; MT: -30; MØ: 59.8; GL: 139.55; piston pin: 46x99; number of piston rings: 3 Lox, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... with splash oil-cooling
 		

cont...



TRW
EngineComponents



MERCEDES-BENZ

	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	90 593 962	Piston: 90593600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	91 597 962	Piston: 91597600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	77 262 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 837	

	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-1647	IN/EX; 18.03/ x 12 x 67 G1
	81-1648	IN/EX; 18.23/ x 12 x 67 G1
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-1649	IN/EX; 18.43/ x 12 x 67 G1
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

M

510

128

OM 447 Euro 1

901-204

1992→

D AN 6

11970 cm³

2V

155

	91 199 600	Cyl. Ø: 128; KH: 90; MT: -25.5; MØ: 62.5; GL: 140; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
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	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	91 199 960	Piston: 91199600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.

cont...



77 262 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
50 004 890	IN; 61.11 x 51 x 9; ST; 30°



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2

511

128



OM 447

901/-200

D AN 6 11970 cm³ 2V

155



90 593 600

Cyl. Ø: 128; KH: 90; MT: -30; MØ: 59.8; GL: 140; piston pin: 46x99; number of piston rings: 3



Lox, RTK

T6 3 MO G6

M 3 CR G3

DSF 4 CR



→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

with splash oil-cooling, exchangeable only in sets

91 597 600

Cyl. Ø: 128; KH: 89.7; MT: -30; MØ: 59.8; GL: 139.55; piston pin: 46x99; number of piston rings: 3



Lox, RTK

T6 3 MO G6

M 3 CR G3

DSF 4 CR



→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

with splash oil-cooling



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



90 593 962

Piston: 90593600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

91 597 962

Piston: 91597600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 390 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

77 262 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-1647

IN/EX; 18.03/ x 12 x 67 G1

81-1648

IN/EX; 18.23/ x 12 x 67 G1

cont...






	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°	81-16449	IN/EX; 18.43/ x 12 x 67 G1
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°	81-16102	IN/EX; 18.435/ x 12 x 67 G2
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		



512  **128**

 **OM 447** **902**








D LA 6 11970 cm³ 2V  155

	91 622 600	Cyl. Ø: 128; KH: 89.55; MT: -26.5; MØ: 68.4; GL: 139.55; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
 	93 990 600	Cyl. Ø: 128; KH: 89.85; MT: -26.5; GL: 139.8; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...

	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

	91 622 960	Piston: 91622600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 990 962	Piston: 93990600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

M

	50 009 131	Length: 251; counterbore: 95; piston pin: 46; conrod parallel
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	92-16150	IN; 60.11 x 49.3 x 8.4; G1; 30°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 210	
	50 005 615	
	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2
	50 005 837	




513  **128**

 **OM 447** **902-400**

D A 6 11970 cm³ 2V  155

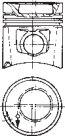













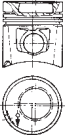
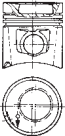
OM 447 **902-500**

D LA 6 11970 cm³ 2V  155

	91 622 600	Cyl. Ø: 128; KH: 89.55; MT: -26.5; MØ: 68.4; GL: 139.55; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
 		

cont...



	93 990 600	Cyl. Ø: 128; KH: 89.85; MT: -26.5; GL: 139.8; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	91 622 960	Piston: 91622600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 990 962	Piston: 93990600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	77 262 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	50 005 837	
514	 128	
	OM 447	902-501
		D LA 6 11970 cm ³ 2V
		 155
	50 005 837	
515	 128	
	OM 447	902-520, 902-521
		D LA 6 11970 cm ³ 2V
		 155
	91 622 600	Cyl. Ø: 128; KH: 89.55; MT: -26.5; MØ: 68.4; GL: 139.55; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	93 990 600	Cyl. Ø: 128; KH: 89.85; MT: -26.5; GL: 139.8; piston pin: 46x105; number of piston rings: 3 FBo, Lox, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

cont...



	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	91 622 960	Piston: 91622600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 990 962	Piston: 93990600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	50 005 837	

516		128										
	OM 447 Euro 2	903										
			D	LA	6	11970 cm ³	2V	184 kW	250 PS			155

	40 176 600	Cyl. Ø: 128; KH: 89.7; MT: -24; MØ: 75; GL: 139.55; piston pin: 46x105; number of piston rings: 3 RTK, TPL, Lox
		T6 3 MO G6
		M 3 CR G3
		DSF 4 CR
	93 171 600	Cyl. Ø: 128; KH: 90; MT: -24; MØ: 75; GL: 139.85; piston pin: 46x105; number of piston rings: 3 Lox, RTK, TPL
		T6 3 MO G6
		M 3 CR G3
		DSF 4 CR
		→ 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...

	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

	40 176 960	Piston: 40176600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 171 960	Piston: 93171600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	77 262 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
	50 009 131	Length: 251; counterbore: 95; piston pin: 46; conrod parallel

	50 003 141	-- G - S - - - - -; bare
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

cont...



TRW
EngineComponents



MERCEDES-BENZ

92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
92-16150	IN; 60.11 x 49.3 x 8.4; G1; 30°
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
50 004 890	IN; 61.11 x 51 x 9; ST; 30°



50 005 210 →mot. 052133
50 005 615 mot. 052134→



50 005 827 with impeller
50 005 828 without impeller

517

128



OM 447 Euro 0

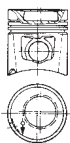
903-501

D A 6 11970 cm³ 2V

155

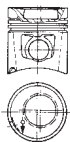


91 622 600



Cyl. Ø: 128; KH: 89.55; MT: -26.5; MØ: 68.4; GL: 139.55; piston pin: 46x105; number of piston rings: 3
FBo, Lox, RTK
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

93 990 600



Cyl. Ø: 128; KH: 89.85; MT: -26.5; GL: 139.8; piston pin: 46x105; number of piston rings: 3
FBo, Lox, RTK
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



91 622 960

Piston: 91622600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 990 962

Piston: 93990600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 390 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

518

128



OM 447 Euro 0

903-600

D A 6 11970 cm³ 2V

155

OM 447 Euro 1

903-600

D A 6 11970 cm³ 2V

155

OM 447 Euro 2

903-705

D LA 6 11970 cm³ 2V

155

OM 447 Euro 0

903-705

D LA 6 11970 cm³ 2V

155

OM 447 Euro 1

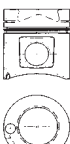
903-705

D LA 6 11970 cm³ 2V

155

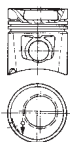


91 237 600



Cyl. Ø: 128; KH: 90; MT: -24; MØ: 75; GL: 140; piston pin: 46x105; number of piston rings: 3
RTK, Lox, FBo
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

91 622 600



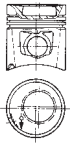
Cyl. Ø: 128; KH: 89.55; MT: -26.5; MØ: 68.4; GL: 139.55; piston pin: 46x105; number of piston rings: 3
FBo, Lox, RTK
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

cont...

M



93 990 600



Cyl. Ø: 128; KH: 89.85; MT: -26.5; GL: 139.8; piston pin: 46x105; number of piston rings: 3
FBo, Lox, RTK
T6 3 MO G6
M 3 CR G3
DSF 4 CR
→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

80 00195 1 0 000



Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



91 237 960

Piston: 91237600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

91 622 960

Piston: 91622600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 990 962

Piston: 93990600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 390 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

519

128

OM 447 Euro 1

903-604

D A 6 11970 cm³ 2V

£ 18:1 155



91 237 600

Cyl. Ø: 128; KH: 90; MT: -24; MØ: 75; GL: 140; piston pin: 46x105; number of piston rings: 3
RTK, Lox, FBo



T6 3 MO G6
M 3 CR G3
DSF 4 CR



→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



91 237 960

Piston: 91237600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 390 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

77 262 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III



LK-1610

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III



81-16100 IN/EX; 18.028/ x 12 x 67 G2

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

81-16101 IN/EX; 18.235/ x 12 x 67 G2



92-16126

EX; 53.11 x 43 x 9.15; G1; 45°

81-16102 IN/EX; 18.435/ x 12 x 67 G2

92-16127

EX; 53.11 x 43 x 9.2; G1; 45°

50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16149

EX; 53.31 x 43 x 9.4; G1; 45°

92-16128

EX; 53.51 x 43.2 x 9.6; G1; 45°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

cont...



92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
50 004 890	IN; 61.11 x 51 x 9; ST; 30°

520

128



OM 447 Euro 0

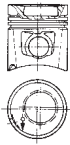
903-701

D LA 6 11970 cm³ 2V

⊕ 16,25 155



91 622 600



Cyl. Ø: 128; KH: 89.55; MT: -26.5; MØ: 68.4; GL: 139.55; piston pin: 46x105; number of piston rings: 3

FBo, Lox, RTK

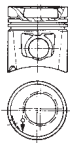
T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

93 990 600



Cyl. Ø: 128; KH: 89.85; MT: -26.5; GL: 139.8; piston pin: 46x105; number of piston rings: 3

FBo, Lox, RTK

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



91 622 960

Piston: 91622600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 990 962

Piston: 93990600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 390 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III



92-16126

EX; 53.11 x 43 x 9.15; G1; 45°

92-16127

EX; 53.11 x 43 x 9.2; G1; 45°

50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16149

EX; 53.31 x 43 x 9.4; G1; 45°

92-16128

EX; 53.51 x 43.2 x 9.6; G1; 45°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16151

IN; 60.11 x 51.2 x 8.4; G1; 30°

92-16152

IN; 60.31 x 51.2 x 8.6; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2

M

521

128



OM 447 Euro 1

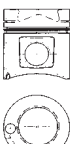
903-704

D LA 6 11970 cm³ 2V

⊕ 18:1 155



91 237 600



Cyl. Ø: 128; KH: 90; MT: -24; MØ: 75; GL: 140; piston pin: 46x105; number of piston rings: 3

RTK, Lox, FBo

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



91 237 960

Piston: 91237600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 390 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.





cont...








TRW
EngineComponents







MERCEDES-BENZ




	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16100
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		IN/EX; 18.028/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		81-16101
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		IN/EX; 18.235/ x 12 x 67 G2
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		81-16102
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		IN/EX; 18.435/ x 12 x 67 G2
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°		
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°		
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		

522  **128**
OM 447 Euro 2 **903-707**
D LA 6 11970 cm³ 2V  155

	40 176 600	Cyl. Ø: 128; KH: 89.7; MT: -24; MØ: 75; GL: 139.55; piston pin: 46x105; number of piston rings: 3 RTK, TPL, Lox T6 3 MO G6 M 3 CR G3 DSF 4 CR
		
		
	93 171 600	Cyl. Ø: 128; KH: 90; MT: -24; MØ: 75; GL: 139.85; piston pin: 46x105; number of piston rings: 3 Lox, RTK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
		

M

	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	40 176 960	Piston: 40176600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 171 960	Piston: 93171600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	77 262 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		50 004 893
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		EX; 53.11 x 43 x 9.2; ST; 45°
				50 004 892
				IN; 60.11 x 51 x 8.9; ST; 30°
				50 004 890
				IN; 61.11 x 51 x 9; ST; 30°



TRW
EngineComponents



MERCEDES-BENZ

523

128



OM 447 Euro 0

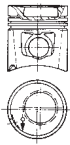
952 - 953

03.1991 →

D A 6 11970 cm³ 2V 206 kW 280 PS € 16,25:1 155



91 622 600

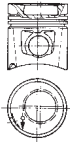


Cyl. Ø: 128; KH: 89.55; MT: -26.5; MØ: 68.4; GL: 139.55; piston pin: 46x105; number of piston rings: 3
FBo, Lox, RTK

T6 3 MO G6
M 3 CR G3
DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

93 990 600



Cyl. Ø: 128; KH: 89.85; MT: -26.5; GL: 139.8; piston pin: 46x105; number of piston rings: 3
FBo, Lox, RTK

T6 3 MO G6
M 3 CR G3
DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



91 622 960

Piston: 91622600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 990 962

Piston: 93990600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 390 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

77 262 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



50 009 131

Length: 251; counterbore: 95; piston pin: 46; conrod parallel



16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III



92-16126

EX; 53.11 x 43 x 9.15; G1; 45°

92-16127

EX; 53.11 x 43 x 9.2; G1; 45°

50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16149

EX; 53.31 x 43 x 9.4; G1; 45°

92-16128

EX; 53.51 x 43.2 x 9.6; G1; 45°

92-16150

IN; 60.11 x 49.3 x 8.4; G1; 30°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°



50 005 632



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 005 827

with impeller

50 005 828

without impeller

M



524

128



OM 447

969-501 (USA), 969-502 (USA), 969-503 (USA)

D LA 6 11970 cm³ 2V 224-261 kW 300-350 PS

155



78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

78 901 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 901 610 0,25 / 78 901 620 0,50 / 78 901 630 0,75 / 78 901 640 1,00, The upper shell is marked with 'SPUTTER'.

77 262 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00



16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III



92-16126

EX; 53.11 x 43 x 9.15; G1; 45°

92-16127

EX; 53.11 x 43 x 9.2; G1; 45°

92-16149

EX; 53.31 x 43 x 9.4; G1; 45°

92-16128

EX; 53.51 x 43.2 x 9.6; G1; 45°

92-16150

IN; 60.11 x 49.3 x 8.4; G1; 30°



LK-1610



81-1647

IN/EX; 18.03/ x 12 x 67 G1

81-1648

IN/EX; 18.23/ x 12 x 67 G1

81-1649

IN/EX; 18.43/ x 12 x 67 G1



50 005 837

525

128



OM 447 Euro 1

982 - 983

11.1991→

D LA 6 11970 cm³ 2V 220 kW 300 PS

€ 18:1

155



91 237 600

Cyl. Ø: 128; KH: 90; MT: -24; MØ: 75; GL: 140; piston pin: 46x105; number of piston rings: 3
RTK, Lox, FBo



T6 3 MO G6

M 3 CR G3



DSF 4 CR

→ **80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...**



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



91 237 960

Piston: 91237600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 390 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1
78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

77 262 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00






cont...












TRW
EngineComponents



MERCEDES-BENZ







	50 009 131	Length: 251; counterbore: 95; piston pin: 46; conrod parallel	
	50 003 141	-- G - S - - - - ; bare	
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°	
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°	
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°	
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°	
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°	
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°	
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°	
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°	
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°	
	50 005 632		
		LK-1610	
		81-16100	IN/EX; 18.028/ x 12 x 67 G2
		81-16101	IN/EX; 18.235/ x 12 x 67 G2
		81-16102	IN/EX; 18.435/ x 12 x 67 G2
		50 005 827	with impeller
		50 005 828	without impeller

526  **128**
OM 447 Euro 2 **988, 994**
1994 → D LA 6 11970 cm³ 2V 220 kW 300 PS €18:1  155

	40 176 600	Cyl. Ø: 128; KH: 89.7; MT: -24; MØ: 75; GL: 139.55; piston pin: 46x105; number of piston rings: 3 RTK, TPL, Lox T6 3 MO G6 M 3 CR G3 DSF 4 CR
 	93 171 600	Cyl. Ø: 128; KH: 90; MT: -24; MØ: 75; GL: 139.85; piston pin: 46x105; number of piston rings: 3 Lox, RTK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	40 176 960	Piston: 40176600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 171 960	Piston: 93171600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	77 262 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00


cont...




	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610	
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16100	IN/EX; 18.028/ x 12 x 67 G2
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		81-16101	IN/EX; 18.235/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		81-16102	IN/EX; 18.435/ x 12 x 67 G2
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°			
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°			
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°			
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°			
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°			
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°			
	50 005 632			50 005 827	with impeller
				50 005 828	without impeller





527		128	OM 457 Euro 2/3	914, 917	D LA 6 11970 cm ³ 4V 250 kW 340 PS €17,25:1 155
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	92-16158	EX; 43.1 x 34 x 8; G1; 45°
	92-16157	IN; 47.38 x 40 x 7.7; G1; 30°

528		128	OM 457 Euro 2/3	915 - 916, 918	D LA 6 11970 cm ³ 4V 260-315 kW 354-428 PS €17,25:1 155
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	99 948 600	Cyl. Ø: 128; KH: 90; MT: -16.07; MØ: 92.4; GL: 140; piston pin: 52x103; number of piston rings: 3 RTK, KKK, TPL T6 3 NT ST M 3 CR G3 DSF 4 CR → 80 00528 1 0 ...
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M

	80 00528 1 0 000	Cyl. Ø: 128; Set: 1; [T6 ST IF NT 3] [M G3 IWU CR 3] [DSF CR 4]
	99 948 961	Piston: 99948600; Cylinder liner: 89563110
	89 563 110	N - Wet cylinder liner; finished; A=144.5 C=155.5 L=266 H+F=10.13+1
	79 294 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 79 294 610 0,25 / 79 294 620 0,50 , The upper shell is marked with 'SPUTTER'.
	79 341 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S 79 341 605 0,10 / 79 341 610 0,25 , The lower shell is marked with 'SPUTTER'.
	79 342 600	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 79 342 605 0,10 / 79 342 610 0,25 , The lower shell is marked with 'SPUTTER'.
	77 723 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 77 723 610 0,25 / 77 723 620 0,50 , The upper shell is marked with 'SPUTTER'.
	77 739 690	SET PL-B SEMI Ø 52.000 / 57.000 / 38.700 / 2.900 B
	77 740 690	SET NW-L SEMI Ø / 87.000 / 30.000 / B; NW-L SEMI Ø / 87.000 / 35.000 / B; NW-L SEMI Ø / 87.000 / 44.000 / B
	77 754 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 77 754 605 0,10 / 77 754 614 0,25 / 77 754 624 0,50 / 77 754 634 0,75 / 77 754 644 1,00
	77 813 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 77 813 605 0,10 / 77 813 610 0,25 , The lower shell is marked with 'SPUTTER'.

	261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat		LK-2615	
	160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III		81-16103	IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore
	16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III		81-16104	IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore
	160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III		92-16158	EX; 43.1 x 34 x 8; G1; 45°
	16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5		92-16157	IN; 47.38 x 40 x 7.7; G1; 30°



TRW
EngineComponents



MERCEDES-BENZ

529

128



OM 457 Euro 2/3

919, 924

D LA 6 11970 cm³ 4V 280-315 kW 380-428 PS €17,25:1 155



99 948 600

Cyl. Ø: 128; KH: 90; MT: -16.07; MØ: 92.4; GL: 140; piston pin: 52x103; number of piston rings: 3

RTK, KKK, TPL

T6 3 NT ST

M 3 CR G3

DSF 4 CR

→ **80 00528 1 0 ...**



80 00528 1 0 000

Cyl. Ø: 128; Set: 1; [T6 ST IF NT 3] [M G3 IWU CR 3] [DSF CR 4]



99 948 961

Piston: 99948600; Cylinder liner: 89563110



89 563 110

N - Wet cylinder liner; finished; A=144.5 C=155.5 L=266 H+F=10.13+1



79 294 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
79 294 610 0,25 / 79 294 620 0,50, The upper shell is marked with 'SPUTTER'.

79 341 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S
79 341 605 0,10 / 79 341 610 0,25, The lower shell is marked with 'SPUTTER'.

79 342 600

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
79 342 605 0,10 / 79 342 610 0,25, The lower shell is marked with 'SPUTTER'.

77 723 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1
77 723 610 0,25 / 77 723 620 0,50, The upper shell is marked with 'SPUTTER'.

77 739 690

SET PL-B SEMI Ø 52.000 / 57.000 / 38.700 / 2.900 B

77 740 690

SET NW-L SEMI Ø / 87.000 / 30.000 / B; NW-L SEMI Ø / 87.000 / 35.000 / B; NW-L SEMI Ø / 87.000 / 44.000 / B

77 754 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G
77 754 605 0,10 / 77 754 614 0,25 / 77 754 624 0,50 / 77 754 634 0,75 / 77 754 644 1,00

77 813 600

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S
77 813 605 0,10 / 77 813 610 0,25, The lower shell is marked with 'SPUTTER'.



261101

EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat

50 009 042

EX; 17 x 8 x 87 x A - - 45° - 9 - Exhaust brake valve - flat

160055

EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III

16205

EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III

160054

IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III

16204

IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5



LK-2615



81-16103

IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore

81-16104

IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore



92-16158

EX; 43.1 x 34 x 8; G1; 45°

92-16157

IN; 47.38 x 40 x 7.7; G1; 30°

92-16156

IN; 47.39 x 36.6 x 7.8; G1; 30°

50 004 894

IN; 47.39 x 37 x 7.8; ST; 30°

M

530

128



OM 457 Euro 2/3

920, 923

D LA 6 11970 cm³ 4V 280 kW 380 PS €17,25:1 155



99 948 600

Cyl. Ø: 128; KH: 90; MT: -16.07; MØ: 92.4; GL: 140; piston pin: 52x103; number of piston rings: 3

RTK, KKK, TPL

T6 3 NT ST

M 3 CR G3

DSF 4 CR

→ **80 00528 1 0 ...**



80 00528 1 0 000

Cyl. Ø: 128; Set: 1; [T6 ST IF NT 3] [M G3 IWU CR 3] [DSF CR 4]



99 948 961

Piston: 99948600; Cylinder liner: 89563110



89 563 110

N - Wet cylinder liner; finished; A=144.5 C=155.5 L=266 H+F=10.13+1

cont...



	79 294 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 79 294 610 0,25 / 79 294 620 0,50, The upper shell is marked with 'SPUTTER'.
	79 341 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S 79 341 605 0,10 / 79 341 610 0,25, The lower shell is marked with 'SPUTTER'.
	79 342 600	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 79 342 605 0,10 / 79 342 610 0,25, The lower shell is marked with 'SPUTTER'.
	77 723 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 77 723 610 0,25 / 77 723 620 0,50, The upper shell is marked with 'SPUTTER'.
	77 739 690	SET PL-B SEMI Ø 52.000 / 57.000 / 38.700 / 2.900 B
	77 740 690	SET NW-L SEMI Ø / 87.000 / 30.000 / B; NW-L SEMI Ø / 87.000 / 35.000 / B; NW-L SEMI Ø / 87.000 / 44.000 / B
	77 754 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 77 754 605 0,10 / 77 754 614 0,25 / 77 754 624 0,50 / 77 754 634 0,75 / 77 754 644 1,00
	77 813 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S 77 813 605 0,10 / 77 813 610 0,25, The lower shell is marked with 'SPUTTER'.

	261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat		LK-2615
	160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III		81-16103
	16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III		81-16104
	160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III		92-16158
	16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5		92-16157
				92-16156
				50 004 894

531

128

OM 457 Euro 2/3

922, 928, 931

D LA 6 11970 cm³ 4V 280-320 kW 380-435 PS € 17,25:1 155

M

	99 948 600	Cyl. Ø: 128; KH: 90; MT: -16.07; MØ: 92.4; GL: 140; piston pin: 52x103; number of piston rings: 3 RTK, KKK, TPL T6 3 NT ST M 3 CR G3 DSF 4 CR → 80 00528 1 0 ...
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	80 00528 1 0 000	Cyl. Ø: 128; Set: 1; [T6 ST IF NT 3] [M G3 IWU CR 3] [DSF CR 4]
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	99 948 961	Piston: 99948600; Cylinder liner: 89563110
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	89 563 110	N - Wet cylinder liner; finished; A=144.5 C=155.5 L=266 H+F=10.13+1
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	79 294 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 79 294 610 0,25 / 79 294 620 0,50, The upper shell is marked with 'SPUTTER'.
	79 341 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S 79 341 605 0,10 / 79 341 610 0,25, The lower shell is marked with 'SPUTTER'.
	79 342 600	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 79 342 605 0,10 / 79 342 610 0,25, The lower shell is marked with 'SPUTTER'.
	77 723 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 77 723 610 0,25 / 77 723 620 0,50, The upper shell is marked with 'SPUTTER'.
	77 739 690	SET PL-B SEMI Ø 52.000 / 57.000 / 38.700 / 2.900 B
	77 740 690	SET NW-L SEMI Ø / 87.000 / 30.000 / B; NW-L SEMI Ø / 87.000 / 35.000 / B; NW-L SEMI Ø / 87.000 / 44.000 / B
	77 754 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 77 754 605 0,10 / 77 754 614 0,25 / 77 754 624 0,50 / 77 754 634 0,75 / 77 754 644 1,00
	77 813 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S 77 813 605 0,10 / 77 813 610 0,25, The lower shell is marked with 'SPUTTER'.

cont...



TRW
EngineComponents



MERCEDES-BENZ

261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat	LK-2615	
50 009 042	EX; 17 x 8 x 87 x A - - 45° - 9 - Exhaust brake valve - flat	81-16103	IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore
160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III	81-16104	IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore
16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III	92-16158	EX; 43.1 x 34 x 8; G1; 45°
160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III	50 004 895	EX; 43.1 x 34 x 8; ST; 45°
16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5	92-16157	IN; 47.38 x 40 x 7.7; G1; 30°
		92-16156	IN; 47.39 x 36.6 x 7.8; G1; 30°
		50 004 894	IN; 47.39 x 37 x 7.8; ST; 30°

532	128	OM 457 Euro 2/3	927	D LA 6	11970 cm ³	4V	290 kW	400 PS	€17,25:1	155
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261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat	LK-2615	
160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III	92-16158	EX; 43.1 x 34 x 8; G1; 45°
16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III	92-16157	IN; 47.38 x 40 x 7.7; G1; 30°
160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III	92-16156	IN; 47.39 x 36.6 x 7.8; G1; 30°
16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5		

533	128	OM 457 Euro 2/3	936 - 937	D LA 6	11970 cm ³	4V	260-300 kW	354-408 PS	€17,25:1	155
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97 411 700	Cyl. Ø: 128; KH: 90; MT: -18; MØ: 89.56; GL: 140; piston pin: 52x103; number of piston rings: 3 RTK, KKK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 1 3 ... , 80 00195 2 2 ...
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80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

97 411 971	Piston: 97411700; Cylinder liner: 89563110
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89 563 110	N - Wet cylinder liner; finished; A=144.5 C=155.5 L=266 H+F=10.13+1
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79 294 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 79 294 610 0,25 / 79 294 620 0,50 , The upper shell is marked with 'SPUTTER'.
79 341 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S 79 341 605 0,10 / 79 341 610 0,25 , The lower shell is marked with 'SPUTTER'.
79 342 600	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 79 342 605 0,10 / 79 342 610 0,25 , The lower shell is marked with 'SPUTTER'.
77 723 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 77 723 610 0,25 / 77 723 620 0,50 , The upper shell is marked with 'SPUTTER'.
77 739 690	SET PL-B SEMI Ø 52.000 / 57.000 / 38.700 / 2.900 B
77 740 690	SET NW-L SEMI Ø / 87.000 / 30.000 / B; NW-L SEMI Ø / 87.000 / 35.000 / B; NW-L SEMI Ø / 87.000 / 44.000 / B
77 754 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 77 754 605 0,10 / 77 754 614 0,25 / 77 754 624 0,50 / 77 754 634 0,75 / 77 754 644 1,00
77 813 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S 77 813 605 0,10 / 77 813 610 0,25 , The lower shell is marked with 'SPUTTER'.

cont...












TRW
EngineComponents

PIERBURG

MERCEDES-BENZ


	261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat		LK-2615
	50 009 042	EX; 17 x 8 x 87 x A - - 45° - 9 - Exhaust brake valve - flat		81-16103
	160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III		81-16104
	16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III		92-16158
	160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III		50 004 895
	16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5		92-16157
				92-16156
				50 004 894
	50 005 827	with impeller		
	50 005 828	without impeller		


534		128	OM 457 Euro 2/3	939, 945 - 946	08.1998→	D	LA	6	11970 cm ³	4V	220-260 kW	299-354 PS	€ 17,25:1	155
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	97 411 700	Cyl. Ø: 128; KH: 90; MT: -18; MØ: 89.56; GL: 140; piston pin: 52x103; number of piston rings: 3 RTK, KKK, TPL T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 1 3 ... , 80 00195 2 2 ...
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	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

	97 411 971	Piston: 97411700; Cylinder liner: 89563110
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	89 563 110	N - Wet cylinder liner; finished; A=144.5 C=155.5 L=266 H+F=10.13+1
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	79 294 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 79 294 610 0,25 / 79 294 620 0,50 , The upper shell is marked with 'SPUTTER'.
	79 341 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S 79 341 605 0,10 / 79 341 610 0,25 , The lower shell is marked with 'SPUTTER'.
	79 342 600	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 79 342 605 0,10 / 79 342 610 0,25 , The lower shell is marked with 'SPUTTER'.
	77 723 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 77 723 610 0,25 / 77 723 620 0,50 , The upper shell is marked with 'SPUTTER'.
	77 739 690	SET PL-B SEMI Ø 52.000 / 57.000 / 38.700 / 2.900 B
	77 740 690	SET NW-L SEMI Ø / 87.000 / 30.000 / B; NW-L SEMI Ø / 87.000 / 35.000 / B; NW-L SEMI Ø / 87.000 / 44.000 / B
	77 754 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 77 754 605 0,10 / 77 754 614 0,25 / 77 754 624 0,50 / 77 754 634 0,75 / 77 754 644 1,00
	77 813 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S 77 813 605 0,10 / 77 813 610 0,25 , The lower shell is marked with 'SPUTTER'.

	261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat		LK-2615
	50 009 042	EX; 17 x 8 x 87 x A - - 45° - 9 - Exhaust brake valve - flat		81-16103
	160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III		81-16104
	16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III		92-16158
	160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III		92-16157
	16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5		92-16156
				50 004 894



535

128



OM 457 Euro 2/3

947, 960

08.1998 →

D LA 6 11970 cm³ 4V 260-315 kW 354-428 PS €17,25:1 155



79 294 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 79 294 610 0,25 / 79 294 620 0,50, The upper shell is marked with 'SPUTTER'.
79 341 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S 79 341 605 0,10 / 79 341 610 0,25, The lower shell is marked with 'SPUTTER'.
79 342 600	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 79 342 605 0,10 / 79 342 610 0,25, The lower shell is marked with 'SPUTTER'.
77 723 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/S; PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 77 723 610 0,25 / 77 723 620 0,50, The upper shell is marked with 'SPUTTER'.
77 739 690	SET PL-B SEMI Ø 52.000 / 57.000 / 38.700 / 2.900 B
77 740 690	SET NW-L SEMI Ø / 87.000 / 30.000 / B; NW-L SEMI Ø / 87.000 / 35.000 / B; NW-L SEMI Ø / 87.000 / 44.000 / B
77 754 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 77 754 605 0,10 / 77 754 614 0,25 / 77 754 624 0,50 / 77 754 634 0,75 / 77 754 644 1,00
77 813 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S 77 813 605 0,10 / 77 813 610 0,25, The lower shell is marked with 'SPUTTER'.



261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat
160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III
16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III
160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III
16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5



LK-2615



81-16103

IN/EX; 15.03/ x 9 x 61 G2,
finish-machined with other than
original bore

81-16104

IN/EX; 15.239/ x 9 x 61 G2,
finish-machined with other than
original bore



92-16158

EX; 43.1 x 34 x 8; G1; 45°

92-16157

IN; 47.38 x 40 x 7.7; G1; 30°

536

128



OM 457 Euro 4

952, 954, 966

08.1998 →

D LA 6 11970 cm³ 4V 220-260 kW 299-354 PS €17,25:1 155



40 013 600	Cyl. Ø: 128; KH: 85.05; MT: -17.71; MØ: 87; GL: 135.05; piston pin: 52x103; number of piston rings: 3 RTK, KKK, TPL, KBB T6 3 CK ST M 3 CR G3 DSF 4 CK G6
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40 013 960 Piston: 40013600; Cylinder liner: 89847110



89 847 110 N - Wet cylinder liner; finished; A=144.5 C=155.5 L=266 H+F=10.13+1 X=6.6



261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat
160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III
16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III
160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III
16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5



LK-2615



81-16103

IN/EX; 15.03/ x 9 x 61 G2,
finish-machined with other than
original bore

81-16104

IN/EX; 15.239/ x 9 x 61 G2,
finish-machined with other than
original bore



92-16158

EX; 43.1 x 34 x 8; G1; 45°

92-16157

IN; 47.38 x 40 x 7.7; G1; 30°

92-16156

IN; 47.39 x 36.6 x 7.8; G1; 30°

50 004 894

IN; 47.39 x 37 x 7.8; ST; 30°

M



537



128

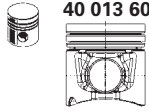


OM 457 Euro 4

953

D LA 6 11970 cm³ 4V 260-315 kW 354-428 PS €17,25:1 155

40 013 600



Cyl. Ø: 128; KH: 85.05; MT: -17.71; MØ: 87; GL: 135.05; piston pin: 52x103; number of piston rings: 3

RTK, KKK, TPL, KBB

T6 3 CK ST

M 3 CR G3

DSF 4 CK G6



40 013 960

Piston: 40013600; Cylinder liner: 89847110

89 847 110

N - Wet cylinder liner; finished; A=144.5 C=155.5 L=266 H+F=10.13+1 X=6.6

261101

EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat

160055

EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III

16205

EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III

160054

IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III

16204

IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5



LK-2615



81-16103

IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore

81-16104

IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore



92-16158

EX; 43.1 x 34 x 8; G1; 45°

92-16157

IN; 47.38 x 40 x 7.7; G1; 30°

538



128



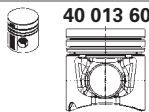
OM 457 Euro 4

967

08.1998 →

D LA 6 11970 cm³ 4V 260 kW 354 PS €17,25:1 155

40 013 600



Cyl. Ø: 128; KH: 85.05; MT: -17.71; MØ: 87; GL: 135.05; piston pin: 52x103; number of piston rings: 3

RTK, KKK, TPL, KBB

T6 3 CK ST

M 3 CR G3

DSF 4 CK G6



40 013 960

Piston: 40013600; Cylinder liner: 89847110

89 847 110

N - Wet cylinder liner; finished; A=144.5 C=155.5 L=266 H+F=10.13+1 X=6.6

261101

EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat

160055

EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III

16205

EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III

160054

IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III

16204

IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5



LK-2615



81-16103

IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore

81-16104

IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore

539



128



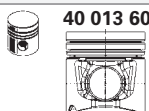
OM 457 Euro 4

968 - 969

08.1998 →

D LA 6 11970 cm³ 4V 265-315 kW 360-428 PS €17,25:1 155

40 013 600



Cyl. Ø: 128; KH: 85.05; MT: -17.71; MØ: 87; GL: 135.05; piston pin: 52x103; number of piston rings: 3

RTK, KKK, TPL, KBB

T6 3 CK ST

M 3 CR G3

DSF 4 CK G6



cont...



TRW
EngineComponents



MERCEDES-BENZ

	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]	
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]	
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]	
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]	
	40 013 960	Piston: 40013600; Cylinder liner: 89847110	
	89 847 110	N - Wet cylinder liner; finished; A=144.5 C=155.5 L=266 H+F=10.13+1 X=6.6	
	261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat	LK-2615
	160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III	81-16103 IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore
	16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III	81-16104 IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore
	160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III	92-16158 EX; 43.1 x 34 x 8; G1; 45°
	16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5	92-16157 IN; 47.38 x 40 x 7.7; G1; 30° 92-16156 IN; 47.39 x 36.6 x 7.8; G1; 30° 50 004 894 IN; 47.39 x 37 x 7.8; ST; 30°

540

128



OM 458 Euro 2

960, 970, 980

03.1998 →

D LA 6 11970 cm³ 4V 260-335 kW 354-456 PS € 17,25:1 155



99 948 600

Cyl. Ø: 128; KH: 90; MT: -16.07; MØ: 92.4; GL: 140; piston pin: 52x103; number of piston rings: 3

RTK, KKK, TPL

T6 3 NT ST

M 3 CR G3

DSF 4 CR

→ **80 00528 1 0 ...**



80 00528 1 0 000

Cyl. Ø: 128; Set: 1; [T6 ST IF NT 3] [M G3 IWU CR 3] [DSF CR 4]



99 948 961

Piston: 99948600; Cylinder liner: 89563110



89 563 110

N - Wet cylinder liner; finished; A=144.5 C=155.5 L=266 H+F=10.13+1



261101

EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat

50 009 042

EX; 17 x 8 x 87 x A - - 45° - 9 - Exhaust brake valve - flat

160055

EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III

16205

EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III

160054

IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III

16204

IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5



LK-2615



81-16103

IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore

81-16104

IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore



92-16158

EX; 43.1 x 34 x 8; G1; 45°

50 004 895

EX; 43.1 x 34 x 8; ST; 45°

92-16157

IN; 47.38 x 40 x 7.7; G1; 30°

92-16156

IN; 47.39 x 36.6 x 7.8; G1; 30°

50 004 894

IN; 47.39 x 37 x 7.8; ST; 30°



50 005 827

with impeller

50 005 828

without impeller

M



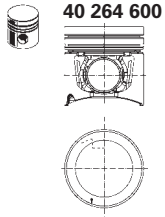
541

128

OM 460 Euro 3

900 - 909 (USA), 920 - 923, 925, 929, 931

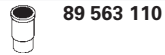
D LA 6 12816 cm³ 4V 261-336 kW 350-457 PS ξ 18:1 \bar{H} 166



Cyl. \varnothing : 128; KH: 79.55; MT: -17.75; M \varnothing : 93.1; GL: 129.55; piston pin: 52x103; number of piston rings: 3
RTK, KKK, TPL, KBB
T6 3 NT ST
M 3 CR G3
DSF 4 CR



40 264 960 Piston: 40264600; Cylinder liner: 89563110



89 563 110 N - Wet cylinder liner; finished; A=144.5 C=155.5 L=266 H+F=10.13+1



79 232 600 PAIR PL STD \varnothing 94.000 / 99.000 / 34.300 / 2.473 St/B/S; PL STD \varnothing 94.000 / 99.000 / 34.300 / 2.473 St/B/G1
79 232 610 0,25 / 79 232 620 0,50, The upper shell is marked with 'SPUTTER'.

79 341 600 PAIR HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/S
79 341 605 0,10 / 79 341 610 0,25, The lower shell is marked with 'SPUTTER'.

79 342 600 PAIR PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/S; PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G
79 342 605 0,10 / 79 342 610 0,25, The lower shell is marked with 'SPUTTER'.

77 813 600 SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/S; HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G; PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/S
77 813 605 0,10 / 77 813 610 0,25, The lower shell is marked with 'SPUTTER'.



261101 EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat

160055 EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III

16205 EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III

160054 IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III

16204 IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5



LK-2615



81-16103 IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore

81-16104

IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore



92-16158

EX; 43.1 x 34 x 8; G1; 45°

92-16157

IN; 47.38 x 40 x 7.7; G1; 30°

M

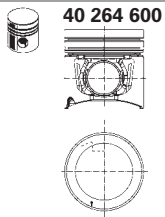
542

128

OM 460 Euro 3

910 - 919

D LA 6 12816 cm³ 4V 261-336 kW 360-450 PS ξ 18:1 \bar{H} 166



Cyl. \varnothing : 128; KH: 79.55; MT: -17.75; M \varnothing : 93.1; GL: 129.55; piston pin: 52x103; number of piston rings: 3
RTK, KKK, TPL, KBB
T6 3 NT ST
M 3 CR G3
DSF 4 CR



40 264 960 Piston: 40264600; Cylinder liner: 89563110



89 563 110 N - Wet cylinder liner; finished; A=144.5 C=155.5 L=266 H+F=10.13+1



79 232 600 PAIR PL STD \varnothing 94.000 / 99.000 / 34.300 / 2.473 St/B/S; PL STD \varnothing 94.000 / 99.000 / 34.300 / 2.473 St/B/G1
79 232 610 0,25 / 79 232 620 0,50, The upper shell is marked with 'SPUTTER'.

79 341 600 PAIR HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/S
79 341 605 0,10 / 79 341 610 0,25, The lower shell is marked with 'SPUTTER'.

79 342 600 PAIR PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/S; PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G
79 342 605 0,10 / 79 342 610 0,25, The lower shell is marked with 'SPUTTER'.

77 813 600 SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/S; HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G; PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/S
77 813 605 0,10 / 77 813 610 0,25, The lower shell is marked with 'SPUTTER'.





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



TRW
EngineComponents








MERCEDES-BENZ

	261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat		LK-2615	
	50 009 042	EX; 17 x 8 x 87 x A - - 45° - 9 - Exhaust brake valve - flat		81-16103	IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore
	160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III		81-16104	IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore
	16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III		92-16158	EX; 43.1 x 34 x 8; G1; 45°
	160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III		92-16157	IN; 47.38 x 40 x 7.7; G1; 30°
	16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5			

543		128										
	OM 460 Euro 3		926, 934 - 943, 946 - 949, 961	D	LA	6	12816 cm ³	4V	261-336 kW	350-450 PS		166
	79 232 600	PAIR PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/S; PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/G1 79 232 610 0,25 / 79 232 620 0,50 , The upper shell is marked with 'SPUTTER'.										
	79 341 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S 79 341 605 0,10 / 79 341 610 0,25 , The lower shell is marked with 'SPUTTER'.										
	79 342 600	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 79 342 605 0,10 / 79 342 610 0,25 , The lower shell is marked with 'SPUTTER'.										
	77 813 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S 77 813 605 0,10 / 77 813 610 0,25 , The lower shell is marked with 'SPUTTER'.										
	81-16103	IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore										
	81-16104	IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore										

544		128												
	OM 460 Euro 3		927, 932 - 933, 944 - 945	D	LA	6	12816 cm ³	4V	261-336 kW	350-450 PS		18:1		166
	79 232 600	PAIR PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/S; PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/G1 79 232 610 0,25 / 79 232 620 0,50 , The upper shell is marked with 'SPUTTER'.												
	79 341 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S 79 341 605 0,10 / 79 341 610 0,25 , The lower shell is marked with 'SPUTTER'.												
	79 342 600	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 79 342 605 0,10 / 79 342 610 0,25 , The lower shell is marked with 'SPUTTER'.												
	77 813 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S 77 813 605 0,10 / 77 813 610 0,25 , The lower shell is marked with 'SPUTTER'.												
	81-16103	IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore												
	81-16104	IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore												




	7.22841.08.0	EGR Valve; pneumatic, Non-return valve
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545		128												
	OM 460 Euro 3		950 - 951, 975 - 981	D	LA	6	12816 cm ³	4V	261-360 kW	350-489 PS		18:1		166
	79 232 600	PAIR PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/S; PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/G1 79 232 610 0,25 / 79 232 620 0,50 , The upper shell is marked with 'SPUTTER'.												
	79 341 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S 79 341 605 0,10 / 79 341 610 0,25 , The lower shell is marked with 'SPUTTER'.												
	79 342 600	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 79 342 605 0,10 / 79 342 610 0,25 , The lower shell is marked with 'SPUTTER'.												
	77 813 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S 77 813 605 0,10 / 77 813 610 0,25 , The lower shell is marked with 'SPUTTER'.												


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M




	261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat		LK-2615	
	160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III		81-16103	IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore
	16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III		81-16104	IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore
	160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III			
	16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5			


546		128	OM 460 Euro 3	960, 970 - 971	D LA 6 12816 cm ³ 4V 261-338 kW 350-457 PS £18:1 H 166
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	79 232 600	PAIR PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/S; PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/G1 79 232 610 0,25 / 79 232 620 0,50 , The upper shell is marked with 'SPUTTER'.
	79 341 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S 79 341 605 0,10 / 79 341 610 0,25 , The lower shell is marked with 'SPUTTER'.
	79 342 600	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 79 342 605 0,10 / 79 342 610 0,25 , The lower shell is marked with 'SPUTTER'.
	77 813 600	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/S; HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/S 77 813 605 0,10 / 77 813 610 0,25 , The lower shell is marked with 'SPUTTER'.


	261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat		LK-2615	
	160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III		81-16103	IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore
	16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III		81-16104	IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore
	160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III		92-16158	EX; 43.1 x 34 x 8; G1; 45°
	16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5		92-16157	IN; 47.38 x 40 x 7.7; G1; 30°

547		128	OM 462 Euro 0	900-410 (AFS)	D A 8 14618 cm ³ 2V 260 kW 354 PS £16,25 H 142
	OM 462 Euro 0			900-510 (AFS)	D LA 8 14618 cm ³ 2V 320 kW 435 PS £16,25 H 142

	90 220 602	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
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	91 630 600	Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
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	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

	90 220 962	Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	90 220 963	Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	91 630 960	Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



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





	91 630 961	Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°



	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

 **50 005 834**

548		128
	OM 462 Euro 0	900-411 (AFS)
		D A 8 14618 cm ³ 2V 269 kW 366 PS € 16,25 142
	OM 462 Euro 0	900-511 (AFS)
		D LA 8 14618 cm ³ 2V 329 kW 447 PS € 16,25 142

	90 220 602	Cyl. Ø: 128; KH: 81.35; MT: -27.5; MØ: 66.2; GL: 126.35; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
		
		
	91 630 600	Cyl. Ø: 128; KH: 81.05; MT: -27.5; MØ: 66.2; GL: 126.05; piston pin: 46x105; number of piston rings: 3 Lox, RTK, KBB T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
		

	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

	90 220 962	Piston: 90220602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	90 220 963	Piston: 90220602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	91 630 960	Piston: 91630600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	91 630 961	Piston: 91630600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

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TRW
EngineComponents








MERCEDES-BENZ



	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16100
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		IN/EX; 18.028/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		81-16101
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		IN/EX; 18.235/ x 12 x 67 G2
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		81-16102
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		IN/EX; 18.435/ x 12 x 67 G2
	92-16122	IN; 60.11 x 51.2 x 8.4; G1; 45°		
	92-16123	IN; 60.51 x 51.2 x 8.9; G1; 30°		
	50 005 834			

549		128	OM 462 Euro 0	900-414	12.1991 →	D	A	8	14618 cm ³	2V	269 kW	366 PS	£ 16,25	142
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	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16100
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		IN/EX; 18.028/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		81-16101
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		IN/EX; 18.235/ x 12 x 67 G2
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		81-16102
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		IN/EX; 18.435/ x 12 x 67 G2
	92-16122	IN; 60.11 x 51.2 x 8.4; G1; 45°		
	92-16123	IN; 60.51 x 51.2 x 8.9; G1; 30°		
	50 005 834			

550		128	OM 466	900-005 (AFS)	D	A	6	11970 cm ³	2V	175 kW	238 PS	£ 16,25	155
	OM 475		982 (AFS/LAM)	D	LA	5	9973 cm ³	2V	221 kW	300 PS	£ 16,25:1	155	

	90 593 600	Cyl. Ø: 128; KH: 90; MT: -30; MØ: 59.8; GL: 140; piston pin: 46x99; number of piston rings: 3 Lox, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ... with splash oil-cooling, exchangeable only in sets
	91 597 600	Cyl. Ø: 128; KH: 89.7; MT: -30; MØ: 59.8; GL: 139.55; piston pin: 46x99; number of piston rings: 3 Lox, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ... with splash oil-cooling

	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

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TRW
EngineComponents



MERCEDES-BENZ

	90 593 962	Piston: 90593600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	91 597 962	Piston: 91597600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	92-16150	IN; 60.11 x 49.3 x 8.4; G1; 30°
	50 005 837	

551		128	OM 466	900-405	D A 6	11970 cm ³	2V	175 kW	238 PS	⊗ 16,25	⊠ 155
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III									
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III									
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III									
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°									
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°									
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°									
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°									
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°									
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°									
	50 005 837										

552		128	OM 466	900-505	D A 6	11970 cm ³	2V	265 kW	360 PS	⊗ 16,25	⊠ 155
	OM 475	974 (AFS/LAM), 976 - 979 (AFS/LAM)			D LA 5	9973 cm ³	2V	205-235 kW	280-320 PS	⊗ 16,25:1	⊠ 155
	81-16100	IN/EX; 18.028/ x 12 x 67 G2									
	81-16101	IN/EX; 18.235/ x 12 x 67 G2									
	81-16102	IN/EX; 18.435/ x 12 x 67 G2									
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°									
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°									
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°									
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°									
	92-16150	IN; 60.11 x 49.3 x 8.4; G1; 30°									
	50 005 837										

553		128	OM 475	907	D LA 5	9973 cm ³	2V	221 kW	300 PS	⊗ 16,25:1	⊠ 155
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III									
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III									
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III									
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°									
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°									
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°									
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°									
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°									
	92-16150	IN; 60.11 x 49.3 x 8.4; G1; 30°									
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°									
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°									
	50 005 837										



554



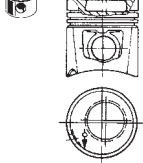
128

OM 475

907-505, 907-506

D LA 5 9973 cm³ 2V 221 kW 300 PS € 16,25:1 155

90 593 600



Cyl. Ø: 128; KH: 90; MT: -30; MØ: 59.8; GL: 140; piston pin: 46x99; number of piston rings: 3

Lox, RTK

T6 3 MO G6

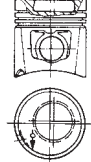
M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

with splash oil-cooling, exchangeable only in sets

91 597 600



Cyl. Ø: 128; KH: 89.7; MT: -30; MØ: 59.8; GL: 139.55; piston pin: 46x99; number of piston rings: 3

Lox, RTK

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

with splash oil-cooling



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



90 593 962

Piston: 90593600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

91 597 962

Piston: 91597600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 390 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



50 005 837

555



128

OM 475

950 - 951 (BRA), 954 (BRA)

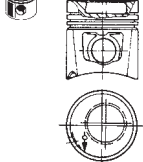
D A 5 9973 cm³ 2V 184 kW 250 PS € 16,25:1 155

OM 485

980 (BRA)

D LA 5 9973 cm³ 2V 221 kW 300 PS 155

90 593 600



Cyl. Ø: 128; KH: 90; MT: -30; MØ: 59.8; GL: 140; piston pin: 46x99; number of piston rings: 3

Lox, RTK

T6 3 MO G6

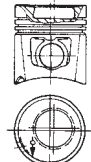
M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

with splash oil-cooling, exchangeable only in sets

91 597 600



Cyl. Ø: 128; KH: 89.7; MT: -30; MØ: 59.8; GL: 139.55; piston pin: 46x99; number of piston rings: 3

Lox, RTK

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

with splash oil-cooling



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



90 593 962

Piston: 90593600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

91 597 962

Piston: 91597600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 390 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III



LK-1610

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III



81-16100

IN/EX; 18.028/ x 12 x 67 G2

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

81-16101

IN/EX; 18.235/ x 12 x 67 G2

cont...



TRW
EngineComponents



MERCEDES-BENZ

	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°	81-16102	IN/EX; 18.435/ x 12 x 67 G2
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		
	92-16150	IN; 60.11 x 49.3 x 8.4; G1; 30°		

50 005 837

556		128	985 - 986 (AFS/LAM), 989 (AFS/LAM), 991 (AFS/LAM)								
	OM 475 Euro 1		D	LA	5	9973 cm ³	2V	184-224 kW	250-305 PS	⊗ 16,25:1	155

	40 111 600	Cyl. Ø: 128; KH: 89.7; MT: -24; GL: 139.55; piston pin: 46x105; number of piston rings: 3 RTK, TPL, Lox T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ...
	91 467 600	Cyl. Ø: 128; KH: 90; MT: -24; MØ: 77; GL: 140; piston pin: 46x105; number of piston rings: 3 RTK, TPL, Lox T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

	40 111 960	Piston: 40111600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	91 467 960	Piston: 91467600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
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	81-16100	IN/EX; 18.028/ x 12 x 67 G2		92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	81-16101	IN/EX; 18.235/ x 12 x 67 G2		92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	81-16102	IN/EX; 18.435/ x 12 x 67 G2		92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
				92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
				92-16150	IN; 60.11 x 49.3 x 8.4; G1; 30°

50 005 837

557		128	994								
	OM 475 Euro 1		D	LA	5	9973 cm ³	2V	184 kW	250 PS	⊗ 16,25:1	155

	40 111 600	Cyl. Ø: 128; KH: 89.7; MT: -24; GL: 139.55; piston pin: 46x105; number of piston rings: 3 RTK, TPL, Lox T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ...
	91 467 600	Cyl. Ø: 128; KH: 90; MT: -24; MØ: 77; GL: 140; piston pin: 46x105; number of piston rings: 3 RTK, TPL, Lox T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ...

	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

cont...

M



	40 111 960	Piston: 40111600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	91 467 960	Piston: 91467600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	92-16150	IN; 60.11 x 49.3 x 8.4; G1; 30°
	50 005 837	

	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

558		128									
	OM 476	916 - 917, 950 (BRA)	D	A	6	11970 cm ³	2V	215-287 kW	292-390 PS		155
	OM 476	980 (BRA), 982 - 983 (BRA)	D	LA	6	11970 cm ³	2V	257-294 kW	350-400 PS		155





	90 593 600	Cyl. Ø: 128; KH: 90; MT: -30; MØ: 59.8; GL: 140; piston pin: 46x99; number of piston rings: 3 Lox, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... with splash oil-cooling, exchangeable only in sets
	91 597 600	Cyl. Ø: 128; KH: 89.7; MT: -30; MØ: 59.8; GL: 139.55; piston pin: 46x99; number of piston rings: 3 Lox, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... with splash oil-cooling

	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



	90 593 962	Piston: 90593600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	91 597 962	Piston: 91597600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	77 262 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00




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	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16100
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		IN/EX; 18.028/ x 12 x 67 G2
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°		81-16101
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°		IN/EX; 18.235/ x 12 x 67 G2
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°		81-16102
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°		IN/EX; 18.435/ x 12 x 67 G2
	92-16150	IN; 60.11 x 49.3 x 8.4; G1; 30°		

 **50 005 837**

559  **128**
OM 476 **916-405, 916-406, 917-505, 917-506**
D A 6 11970 cm³ 2V 213-310 kW 290-422 PS  155

	90 593 600	Cyl. Ø: 128; KH: 90; MT: -30; MØ: 59.8; GL: 140; piston pin: 46x99; number of piston rings: 3 Lox, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... with splash oil-cooling, exchangeable only in sets
 	91 597 600	Cyl. Ø: 128; KH: 89.7; MT: -30; MØ: 59.8; GL: 139.55; piston pin: 46x99; number of piston rings: 3 Lox, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... with splash oil-cooling

	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

	90 593 962	Piston: 90593600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	91 597 962	Piston: 91597600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 390 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 585 600	PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
	78 586 600	PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
	78 587 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	77 262 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 501 600	SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A
	87 503 604	SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
	87 505 600	SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

 **50 005 837**

M



560

128



OM 476

917-508

D A 6 11970 cm³ 2V 294 kW 400 PS € 16,25:1 155

90 593 600



Cyl. Ø: 128; KH: 90; MT: -30; MØ: 59.8; GL: 140; piston pin: 46x99; number of piston rings: 3

Lox, RTK

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

with splash oil-cooling, exchangeable only in sets



91 597 600



Cyl. Ø: 128; KH: 89.7; MT: -30; MØ: 59.8; GL: 139.55; piston pin: 46x99; number of piston rings: 3

Lox, RTK

T6 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

with splash oil-cooling



80 00195 1 0 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 2 2 000

Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



90 593 962

Piston: 90593600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

91 597 962

Piston: 91597600; Cylinder liner: 89390110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 390 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=270 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

561

128



OM 476 Euro 2

971 (BRA), 973, 978 - 979 (BRA)

D LA 6 11970 cm³ 2V 264 kW 360 PS 155

OM 476

988 (BRA), 991 (BRA)

D LA 6 11970 cm³ 2V 257 kW 350 PS 155

M



78 585 600

PAIR PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00

78 586 600

PAIR HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1

78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00

78 587 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston Ø 90 mm.

77 262 694

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 501 600

SET NW-L STD Ø 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD Ø 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD Ø 69.940 / 75.000 / 28.000 / 2.500 St/A

87 503 604

SET HL STD Ø 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 45.810 / 3.478 St/B/G

87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00

87 505 600

SET PL STD Ø 90.000 / 95.000 / 36.200 / 2.478 St/B/G1

87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00



16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III



LK-1610

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III



81-16100

IN/EX; 18.028/ x 12 x 67 G2

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

81-16101

IN/EX; 18.235/ x 12 x 67 G2



92-16126

EX; 53.11 x 43 x 9.15; G1; 45°

81-16102

IN/EX; 18.435/ x 12 x 67 G2

92-16127

EX; 53.11 x 43 x 9.2; G1; 45°

92-16149

EX; 53.31 x 43 x 9.4; G1; 45°

92-16128

EX; 53.51 x 43.2 x 9.6; G1; 45°

92-16150

IN; 60.11 x 49.3 x 8.4; G1; 30°



50 005 837



562 128




OM 476

986 (BRA)

D LA 6 11970 cm³ 2V 257 kW 350 PS ϵ 16,6:1 \bar{h} 155



78 585 600	PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 587 604	PAIR PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
78 709 600	PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston \varnothing 90 mm.
77 262 694	SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
87 349 690	SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD \varnothing 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD \varnothing 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD \varnothing 69.940 / 75.000 / 28.000 / 2.500 St/A
87 503 604	SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
87 505 600	SET PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00
	92-16126 EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127 EX; 53.11 x 43 x 9.2; G1; 45°
	92-16149 EX; 53.31 x 43 x 9.4; G1; 45°
	92-16128 EX; 53.51 x 43.2 x 9.6; G1; 45°

563 128



OM 476

987 (BRA)

D LA 6 11970 cm³ 2V 257 kW 350 PS ϵ 16,6:1 \bar{h} 155



78 585 600	PAIR PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 78 585 605 0,10 / 78 585 610 0,25 / 78 585 620 0,50 / 78 585 630 0,75 / 78 585 640 1,00
78 586 600	PAIR HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1 78 586 605 0,10 / 78 586 610 0,25 / 78 586 620 0,50 / 78 586 630 0,75 / 78 586 640 1,00
78 587 604	PAIR PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G 78 587 605 0,10 / 78 587 614 0,25 / 78 587 624 0,50 / 78 587 634 0,75 / 78 587 644 1,00
78 709 600	PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston \varnothing 90 mm.
77 262 694	SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
87 349 690	SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B
87 501 600	SET NW-L STD \varnothing 69.940 / 76.000 / 39.000 / 3.000 St/B; NW-L STD \varnothing 69.940 / 75.000 / 36.000 / 2.500 St/A; NW-L STD \varnothing 69.940 / 75.000 / 28.000 / 2.500 St/A
87 503 604	SET HL STD \varnothing 104.000 / 111.000 / 36.000 / 3.478 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 45.810 / 3.478 St/B/G 87 503 605 0,10 / 87 503 614 0,25 / 87 503 624 0,50 / 87 503 634 0,75 / 87 503 644 1,00
87 505 600	SET PL STD \varnothing 90.000 / 95.000 / 36.200 / 2.478 St/B/G1 87 505 605 0,10 / 87 505 610 0,25 / 87 505 620 0,50 / 87 505 630 0,75 / 87 505 640 1,00

564 128



OM 481

902 (TUR)

D AN 6 10965 cm³ 2V 159 kW 216 PS ϵ 16,9:1 \bar{h} 142



93 484 602	Cyl. \varnothing : 128; KH: 81.35; MT: -24.1; M \varnothing : 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... pin inner diametre 21,00 mm
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93 484 702	Cyl. \varnothing : 128; KH: 81.35; MT: -24.1; M \varnothing : 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... from engine no. 007 893 pin inner diametre 24,00 mm
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80 00195 1 0 000	Cyl. \varnothing : 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 1 1 000	Cyl. \varnothing : 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
80 00195 1 2 000	Cyl. \varnothing : 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
80 00195 1 3 000	Cyl. \varnothing : 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 2 2 000	Cyl. \varnothing : 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

cont...

M



	93 484 962	Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 964	Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 965	Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 966	Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 180 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 006 358	CAM

	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

M

 **50 005 210**


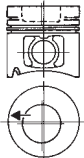

565


 **128**

 OM 481

904 (TUR)





D AN 6 10965 cm³ 2V 159 kW 216 PS £ 16,9:1 142



	93 484 602	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... pin inner diameter 21,00 mm
	93 484 702	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... from engine no. 007 893 pin inner diameter 24,00 mm
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]


	93 484 962	Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 964	Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 965	Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 966	Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

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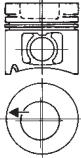
	89 180 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 006 358	CAM


	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-1647	IN/EX; 18.03/ x 12 x 67 G1
	81-1648	IN/EX; 18.23/ x 12 x 67 G1
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-1649	IN/EX; 18.43/ x 12 x 67 G1
	81-16102	IN/EX; 18.435/ x 12 x 67 G2


 **50 005 210**


566		128								
	OM 482	912 (TUR)	D	AN 8	14618 cm³	2V	206 kW	280 PS	ε 16,9:1	142

	93 484 602	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... pin inner diametre 21,00 mm
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	93 484 702	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... from engine no. 007 893 pin inner diametre 24,00 mm
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	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

	93 484 962	Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 964	Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 965	Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 966	Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.


	89 180 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.


cont...





	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
	50 006 359	CAM
	50 005 837	





	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2





567	128										
	OM 482	940 - 941 (TUR)	D	A	8	14618 cm ³	2V	269 kW	366 PS	€ 16,25:1	H 142







	93 484 602	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... pin inner diametre 21,00 mm
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	93 484 702	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... from engine no. 007 893 pin inner diametre 24,00 mm
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	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

	93 484 962	Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 964	Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 965	Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 966	Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

	89 180 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°

	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

cont...



TRW
EngineComponents



MERCEDES-BENZ

92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°

50 005 834

568

128



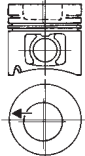
OM 492

900-001 (AFS), 900-002 (AFS), 900-004 (AFS), 900-005, 900-007, 900-008, 900-009

D AN 8 14618 cm³ 2V 184-206 kW 250-280 PS ϵ 16,9:1 142

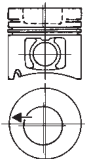


93 484 602



Cyl. \varnothing : 128; KH: 81.35; MT: -24.1; M \varnothing : 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK
T6 3 MO G6
NM 3 MO G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
pin inner diametre 21,00 mm

93 484 702



Cyl. \varnothing : 128; KH: 81.35; MT: -24.1; M \varnothing : 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3
RTK
T6 3 MO G6
NM 3 MO G3
DSF 4 CR
→ **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
from engine no. 007 893
pin inner diametre 24,00 mm



80 00195 1 0 000

Cyl. \varnothing : 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 1 1 000

Cyl. \varnothing : 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]

80 00195 1 2 000

Cyl. \varnothing : 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]

80 00195 1 3 000

Cyl. \varnothing : 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]

80 00195 2 2 000

Cyl. \varnothing : 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]



93 484 962

Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 964

Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 965

Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

93 484 966

Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 180 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 395 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 389 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 556 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 693 600

PAIR HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston \varnothing 90 mm.

78 897 600

PAIR PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.

77 263 694

SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

87 348 690

SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B

87 385 690

SET NW-L SEMI \varnothing 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI \varnothing 69.940 / 76.000 / 35.000 / St/B
87 385 694 SEMI / 87 385 600 STD

87 401 604

SET HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00



16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III



LK-1610

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III



81-16100

IN/EX; 18.028/ x 12 x 67 G2

16146


IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

81-1647

IN/EX; 18.03/ x 12 x 67 G1

cont...



	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°	81-1648	IN/EX; 18.23/ x 12 x 67 G1
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°	81-1649	IN/EX; 18.43/ x 12 x 67 G1
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°	81-16102	IN/EX; 18.435/ x 12 x 67 G2
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°		
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°		

 50 005 837

569


 **128**

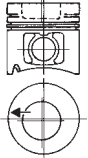



OM 492

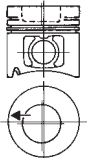
900-010, 900-013


D AN 8 14618 cm³ 2V 206 kW 280 PS € 16,9:1  142

	93 484 602	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... pin inner diameter 21,00 mm
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	93 484 702	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... from engine no. 007 893 pin inner diameter 24,00 mm
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	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]





M

	93 484 962	Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 964	Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 965	Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 484 966	Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 180 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00



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


	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		LK-1610
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16100
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		IN/EX; 18.028/ x 12 x 67 G2
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°		81-16101
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°		IN/EX; 18.235/ x 12 x 67 G2
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°		81-16102
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°		IN/EX; 18.435/ x 12 x 67 G2
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°		
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°		


 **50 005 837**


570		128
	OM 492	900-405 (AFS), 900-406 (AFS), 900-409 (AFS), 900-411 (AFS)
		10.1984 → D A 8 14618 cm ³ 2V 221-243 kW 300-330 PS € 16,25:1 142
	OM 492	900-501 (AFS)
		D LA 8 14618 cm ³ 2V 276 kW 375 PS € 16,25:1 142


 **93 485 600**

 Cyl. Ø: 128; KH: 81.35; MT: -25.4; MØ: 70; GL: 126.35; piston pin: 46x105; number of piston rings: 3
 FBo, RTK
 T6 3 MO G6
 M 3 CR G3
 DSF 4 CR
 → **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**

93 649 600

 Cyl. Ø: 128; KH: 81.35; MT: -25.6; GL: 126.35; piston pin: 46x105; number of piston rings: 3
 KKK, RTK
 T6 3 MO G6
 M 3 CR G3
 DSF 4 CR
 → **80 00195 1 0 ...**, **80 00195 1 1 ...**, **80 00195 1 2 ...**, **80 00195 2 2 ...**
 Piston with cooling channel for units

 **80 00195 1 0 000** Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 1 1 000 Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
80 00195 1 2 000 Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
80 00195 1 3 000 Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
80 00195 2 2 000 Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]

 **93 485 962** Piston: 93485600; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 485 964 Piston: 93485600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 485 965 Piston: 93485600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 649 962 Piston: 93649600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
93 649 963 Piston: 93649600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

 **89 180 110** N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 395 110 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 389 110 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 556 110 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.





 **78 693 600** PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604 PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
78 709 600 PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.
78 897 600 PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.
77 263 694 SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod

cont...

M



- 87 348 690 SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
- 87 385 690 SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 385 694 SEMI / 87 385 600 STD
- 87 401 604 SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00

 16150 16117 16146  92-16126 92-16127 92-16104 92-16149 92-16148 92-16105 92-16128 92-16100 92-16151 92-16147 92-16152 92-16101	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III EX; 53.11 x 43 x 9.15; G1; 45° EX; 53.11 x 43 x 9.2; G1; 45° EX; 53.11 x 43 x 9.7; G1; 45° EX; 53.31 x 43 x 9.4; G1; 45° EX; 53.31 x 43 x 9.9; G1; 45° EX; 53.51 x 43 x 10.2; G1; 45° EX; 53.51 x 43.2 x 9.6; G1; 45° IN; 60.11 x 51 x 8.9; G1; 30° IN; 60.11 x 51.2 x 8.4; G1; 30° IN; 60.31 x 51 x 9.1; G1; 30° IN; 60.31 x 51.2 x 8.6; G1; 30° IN; 60.51 x 51 x 9.3; G1; 30°	 LK-1610  81-16100 81-1647 81-1648 81-16101 81-1649 81-16102	IN/EX; 18.028/ x 12 x 67 G2 IN/EX; 18.03/ x 12 x 67 G1 IN/EX; 18.23/ x 12 x 67 G1 IN/EX; 18.235/ x 12 x 67 G2 IN/EX; 18.43/ x 12 x 67 G1 IN/EX; 18.435/ x 12 x 67 G2
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50 005 834

571


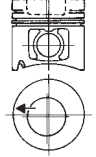
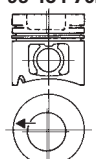



128



OM 493





900-001 (AFS)



D AN 10 18273 cm³ 2V 261 kW 355 PS £ 16,9:1 142


 93 484 602  93 484 702 	Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ... pin inner diametre 21,00 mm Cyl. Ø: 128; KH: 81.35; MT: -24.1; MØ: 70; GL: 126.35; piston pin: 46x99; number of piston rings: 3 RTK T6 3 MO G6 NM 3 MO G3 DSF 4 CR → 80 00195 1 0 ..., 80 00195 1 1 ..., 80 00195 1 2 ..., 80 00195 2 2 ... from engine no. 007 893 pin inner diametre 24,00 mm
 80 00195 1 0 000 80 00195 1 1 000 80 00195 1 2 000 80 00195 1 3 000 80 00195 2 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4] Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4] Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4] Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4] Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
 93 484 962 93 484 964 93 484 965 93 484 966	Piston: 93484602; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Piston: 93484602; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Piston: 93484602; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Piston: 93484702; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 89 180 110 89 395 110 89 389 110 89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.





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	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	77 275 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
	87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
	50 005 834	

	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-1647	IN/EX; 18.03/ x 12 x 67 G1
	81-1648	IN/EX; 18.23/ x 12 x 67 G1
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-1649	IN/EX; 18.43/ x 12 x 67 G1
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

572  **128**
OM 493 **900-501 (AFS)**
 10.1984 → D AN 10 18273 cm³ 2V 368 kW 500 PS ⚙ 16,9:1 🛢 142



















	93 485 600	Cyl. Ø: 128; KH: 81.35; MT: -25.4; MØ: 70; GL: 126.35; piston pin: 46x105; number of piston rings: 3 FBo, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ...
	93 649 600	Cyl. Ø: 128; KH: 81.35; MT: -25.6; GL: 126.35; piston pin: 46x105; number of piston rings: 3 KKK, RTK T6 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00195 1 0 ... , 80 00195 1 1 ... , 80 00195 1 2 ... , 80 00195 2 2 ... Piston with cooling channel for units
	80 00195 1 0 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 1 1 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [M 3] [DSF CR 4]
	80 00195 1 2 000	Cyl. Ø: 128; Set: 1; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	80 00195 1 3 000	Cyl. Ø: 128; Set: 1; [T6 G6 CK 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00195 2 2 000	Cyl. Ø: 128; Set: 2; [T6 G6 MO 3] [NM 3] [DSF CR 4]
	93 485 962	Piston: 93485600; Cylinder liner: 89180110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 485 964	Piston: 93485600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 485 965	Piston: 93485600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 649 962	Piston: 93649600; Cylinder liner: 89389110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	93 649 963	Piston: 93649600; Cylinder liner: 89395110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



	89 180 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 395 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.42+1, with oversized collar height 0,50 mm, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 389 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 556 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, Water jacket with Plasma coating, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	77 275 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
	87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	92-16126	EX; 53.11 x 43 x 9.15; G1; 45°
	92-16127	EX; 53.11 x 43 x 9.2; G1; 45°
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
	92-16149	EX; 53.31 x 43 x 9.4; G1; 45°
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
	92-16128	EX; 53.51 x 43.2 x 9.6; G1; 45°
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
	92-16151	IN; 60.11 x 51.2 x 8.4; G1; 30°
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
	92-16152	IN; 60.31 x 51.2 x 8.6; G1; 30°
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-1647	IN/EX; 18.03/ x 12 x 67 G1
	81-1648	IN/EX; 18.23/ x 12 x 67 G1
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-1649	IN/EX; 18.43/ x 12 x 67 G1
	81-16102	IN/EX; 18.435/ x 12 x 67 G2
573	 130	
	OM 440 Euro 1	907
		D AN 8 15080 cm ³ 2V 195 kW 265 PS £18:1 142
	91 620 600	Cyl. Ø: 130; KH: 81.45; MT: -26.4; MØ: 59; GL: 126.45; piston pin: 46x99; number of piston rings: 3 RTK, Lox R 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00197 1 0 ... , 80 00197 2 0 ...
	80 00197 1 0 000	Cyl. Ø: 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00197 2 0 000	Cyl. Ø: 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	91 620 960	Piston: 91620600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	91 620 961	Piston: 91620600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 533 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 396 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

cont...



78 709 600	PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston \varnothing 90 mm.
78 897 600	PAIR PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.
77 263 694	SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
87 348 690	SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B
87 385 690	SET NW-L SEMI \varnothing 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI \varnothing 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
87 401 604	SET HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
 50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
 16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
 50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
50 004 890	IN; 61.11 x 51 x 9; ST; 30°
 50 005 616	
	 50 005 837
574	 130
 OM 440	909
	D AN 8 15080 cm ³ 2V 195 kW 265 PS ϵ 16,9:1  142
 90 614 600	Cyl. \varnothing : 130; KH: 81.35; MT: -27.2; M \varnothing : 60.5; GL: 126.35; piston pin: 46x99; number of piston rings: 3 Lox, RTK R 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00197 1 0 ... , 80 00197 2 0 ...
 	
91 621 600	Cyl. \varnothing : 130; KH: 81.05; MT: -27.2; M \varnothing : 60.5; GL: 126.05; piston pin: 46x99; number of piston rings: 3 Lox, RTK R 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00197 1 0 ... , 80 00197 2 0 ...
 	
 80 00197 1 0 000	Cyl. \varnothing : 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
 80 00197 2 0 000	Cyl. \varnothing : 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
 90 614 960	Piston: 90614600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
90 614 961	Piston: 90614600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
91 621 960	Piston: 91621600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
91 621 961	Piston: 91621600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 89 533 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
89 396 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 78 693 600	PAIR HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
78 694 604	PAIR PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

cont...



TRW
EngineComponents



MERCEDES-BENZ

	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.
	77 263 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 006 359	CAM
	50 005 616	
	50 005 837	

	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2

M 575 130

	OM 440	910 - 911	D AN 8 15080 cm ³ 2V 195 kW 265 PS € 16,9:1 142
	90 614 600	Cyl. Ø: 130; KH: 81.35; MT: -27.2; MØ: 60.5; GL: 126.35; piston pin: 46x99; number of piston rings: 3 Lox, RTK R 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00197 1 0 ... , 80 00197 2 0 ...	
	91 621 600	Cyl. Ø: 130; KH: 81.05; MT: -27.2; MØ: 60.5; GL: 126.05; piston pin: 46x99; number of piston rings: 3 Lox, RTK R 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00197 1 0 ... , 80 00197 2 0 ...	
	80 00197 1 0 000	Cyl. Ø: 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]	
	80 00197 2 0 000	Cyl. Ø: 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]	
	90 614 960	Piston: 90614600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	90 614 961	Piston: 90614600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	91 621 960	Piston: 91621600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	91 621 961	Piston: 91621600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 533 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 396 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod	








cont...








TRW
EngineComponents






MERCEDES-BENZ

	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		LK-1610
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		81-16100 IN/EX; 18.028/ x 12 x 67 G2
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		81-16101 IN/EX; 18.235/ x 12 x 67 G2
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		81-16102 IN/EX; 18.435/ x 12 x 67 G2
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°		
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°		
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°		
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°		
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°		
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°		
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°		
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°		
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°		
	50 006 359	CAM		
	50 005 616			50 005 837

576  **130**
OM 441 Euro 1 **900-004**
1993 → D AN 6 11309 cm³ 2V  142

	91 620 600	Cyl. Ø: 130; KH: 81.45; MT: -26.4; MØ: 59; GL: 126.45; piston pin: 46x99; number of piston rings: 3 RTK, Lox R 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00197 1 0 ... , 80 00197 2 0 ...
	80 00197 1 0 000	Cyl. Ø: 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00197 2 0 000	Cyl. Ø: 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	91 620 960	Piston: 91620600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	91 620 961	Piston: 91620600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 533 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 396 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 692 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 367 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 367 694 SEMI / 87 367 600 STD
	87 403 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00
	87 404 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 87 404 605 0,10 / 87 404 610 0,25 / 87 404 620 0,50 / 87 404 630 0,75 / 87 404 640 1,00

	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III		LK-1610
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III		50 004 893 EX; 53.11 x 43 x 9.2; ST; 45°
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III		92-16104 EX; 53.11 x 43 x 9.7; G1; 45°
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III		92-16148 EX; 53.31 x 43 x 9.9; G1; 45°
				92-16105 EX; 53.51 x 43 x 10.2; G1; 45°
				92-16100 IN; 60.11 x 51 x 8.9; G1; 30°
				50 004 892 IN; 60.11 x 51 x 8.9; ST; 30°
				92-16147 IN; 60.31 x 51 x 9.1; G1; 30°
				92-16101 IN; 60.51 x 51 x 9.3; G1; 30°
				50 004 890 IN; 61.11 x 51 x 9; ST; 30°



577

130



OM 441

900/-000

1988→

D AN 6 11309 cm³ 2V

142



90 614 600

Cyl. Ø: 130; KH: 81.35; MT: -27.2; MØ: 60.5; GL: 126.35; piston pin: 46x99; number of piston rings: 3

Lox, RTK

R 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00197 1 0 ...**, **80 00197 2 0 ...**



91 621 600

Cyl. Ø: 130; KH: 81.05; MT: -27.2; MØ: 60.5; GL: 126.05; piston pin: 46x99; number of piston rings: 3

Lox, RTK

R 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00197 1 0 ...**, **80 00197 2 0 ...**



80 00197 1 0 000

Cyl. Ø: 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00197 2 0 000

Cyl. Ø: 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]



90 614 960

Piston: 90614600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

90 614 961

Piston: 90614600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

91 621 960

Piston: 91621600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

91 621 961

Piston: 91621600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 533 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 396 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 692 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 367 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 367 694 SEMI / 87 367 600 STD

87 403 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00

87 404 600

SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
87 404 605 0,10 / 87 404 610 0,25 / 87 404 620 0,50 / 87 404 630 0,75 / 87 404 640 1,00



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16104

EX; 53.11 x 43 x 9.7; G1; 45°

92-16148

EX; 53.31 x 43 x 9.9; G1; 45°

92-16105

EX; 53.51 x 43 x 10.2; G1; 45°

92-16100

IN; 60.11 x 51 x 8.9; G1; 30°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16147

IN; 60.31 x 51 x 9.1; G1; 30°

92-16101

IN; 60.51 x 51 x 9.3; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°



578



130



OM 441

905, 913 - 919, 923

D AN 6 11309 cm³ 2V 153-165 kW 208-224 PS ϵ 16,9:1 η 142



90 614 600



Cyl. \varnothing : 130; KH: 81.35; MT: -27.2; M \varnothing : 60.5; GL: 126.35; piston pin: 46x99; number of piston rings: 3

Lox, RTK

R 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00197 1 0 ..., 80 00197 2 0 ...

91 621 600



Cyl. \varnothing : 130; KH: 81.05; MT: -27.2; M \varnothing : 60.5; GL: 126.05; piston pin: 46x99; number of piston rings: 3

Lox, RTK

R 3 MO G6

M 3 CR G3

DSF 4 CR

→ 80 00197 1 0 ..., 80 00197 2 0 ...



80 00197 1 0 000

Cyl. \varnothing : 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00197 2 0 000

Cyl. \varnothing : 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]



90 614 960

Piston: 90614600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

90 614 961

Piston: 90614600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

91 621 960

Piston: 91621600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

91 621 961

Piston: 91621600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 533 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 396 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 692 600

PAIR PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00

78 693 600

PAIR HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston \varnothing 90 mm.

87 349 690

SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B

87 367 690

SET NW-L SEMI \varnothing 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI \varnothing 69.940 / 76.000 / 35.000 / St/B

87 367 694 SEMI / 87 367 600 STD

87 403 604

SET HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00

87 404 600

SET PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

87 404 605 0,10 / 87 404 610 0,25 / 87 404 620 0,50 / 87 404 630 0,75 / 87 404 640 1,00



50 009 130

Length: 256; counterbore: 95; piston pin: 46; keystone conrod

50 009 132

Length: 256; counterbore: 95; piston pin: 46; keystone conrod



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16104

EX; 53.11 x 43 x 9.7; G1; 45°

92-16148

EX; 53.31 x 43 x 9.9; G1; 45°

92-16105

EX; 53.51 x 43 x 10.2; G1; 45°

92-16100

IN; 60.11 x 51 x 8.9; G1; 30°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16147

IN; 60.31 x 51 x 9.1; G1; 30°

92-16101

IN; 60.51 x 51 x 9.3; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°



50 006 358

CAM

cont...

M



50 005 210
50 005 616

→mot. 504397

579 **130**

OM 441

906 - 907

D AN 6 11309 cm³ 2V 150 kW 204 PS £ 16,9:1 H 142

90 614 600



Cyl. Ø: 130; KH: 81.35; MT: -27.2; MØ: 60.5; GL: 126.35; piston pin: 46x99; number of piston rings: 3

Lox, RTK

R 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00197 1 0 ...**, **80 00197 2 0 ...**

91 621 600



Cyl. Ø: 130; KH: 81.05; MT: -27.2; MØ: 60.5; GL: 126.05; piston pin: 46x99; number of piston rings: 3

Lox, RTK

R 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00197 1 0 ...**, **80 00197 2 0 ...**

80 00197 1 0 000

Cyl. Ø: 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00197 2 0 000

Cyl. Ø: 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]



90 614 960

Piston: 90614600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

90 614 961

Piston: 90614600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

91 621 960

Piston: 91621600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

91 621 961

Piston: 91621600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 533 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 396 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

M



78 692 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

87 349 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 367 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 367 694 SEMI / 87 367 600 STD

87 403 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00

87 404 600

SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
87 404 605 0,10 / 87 404 610 0,25 / 87 404 620 0,50 / 87 404 630 0,75 / 87 404 640 1,00



50 009 130

Length: 256; counterbore: 95; piston pin: 46; keystone conrod



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16104

EX; 53.11 x 43 x 9.7; G1; 45°

92-16148

EX; 53.31 x 43 x 9.9; G1; 45°

92-16105

EX; 53.51 x 43 x 10.2; G1; 45°

92-16100

IN; 60.11 x 51 x 8.9; G1; 30°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16147

IN; 60.31 x 51 x 9.1; G1; 30°

92-16101

IN; 60.51 x 51 x 9.3; G1; 30°

50 004 890

IN; 61.11 x 51 x 9; ST; 30°

cont...



TRW
EngineComponents



MERCEDES-BENZ



50 006 358 CAM



50 005 210 →mot. 504397
50 005 616

580

130



OM 441

912, 920, 924, 926 - 927

D AN 6 11309 cm³ 2V 153-165 kW 208-224 PS ξ 16,9:1 \bar{h} 142



90 614 600

Cyl. \varnothing : 130; KH: 81.35; MT: -27.2; M \varnothing : 60.5; GL: 126.35; piston pin: 46x99; number of piston rings: 3



Lox, RTK

R 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00197 1 0 ...**, **80 00197 2 0 ...**



91 621 600

Cyl. \varnothing : 130; KH: 81.05; MT: -27.2; M \varnothing : 60.5; GL: 126.05; piston pin: 46x99; number of piston rings: 3



Lox, RTK

R 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00197 1 0 ...**, **80 00197 2 0 ...**



80 00197 1 0 000

Cyl. \varnothing : 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00197 2 0 000

Cyl. \varnothing : 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]



90 614 960

Piston: 90614600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

90 614 961

Piston: 90614600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

91 621 960

Piston: 91621600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

91 621 961

Piston: 91621600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 533 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 396 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 692 600

PAIR PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00

78 693 600

PAIR HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston \varnothing 90 mm.

87 349 690

SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B

87 367 690

SET NW-L SEMI \varnothing 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI \varnothing 69.940 / 76.000 / 35.000 / St/B

87 367 694 SEMI / 87 367 600 STD

87 403 604

SET HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00

87 404 600

SET PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

87 404 605 0,10 / 87 404 610 0,25 / 87 404 620 0,50 / 87 404 630 0,75 / 87 404 640 1,00



50 009 132

Length: 256; counterbore: 95; piston pin: 46; keystone conrod



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

92-16104

EX; 53.11 x 43 x 9.7; G1; 45°

92-16148

EX; 53.31 x 43 x 9.9; G1; 45°

92-16105

EX; 53.51 x 43 x 10.2; G1; 45°

92-16100

IN; 60.11 x 51 x 8.9; G1; 30°

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

92-16147

IN; 60.31 x 51 x 9.1; G1; 30°

92-16101

IN; 60.51 x 51 x 9.3; G1; 30°

cont...



TRW
EngineComponents



MERCEDES-BENZ

	50 004 890	IN; 61.11 x 51 x 9; ST; 30°	
	50 005 210 50 005 616	→mot. 504397	
581		130	
	OM 441	925	
		D AN 6 11309 cm ³ 2V 160 kW 218 PS £ 16,9:1 H 142	
	90 614 600	Cyl. Ø: 130; KH: 81.35; MT: -27.2; MØ: 60.5; GL: 126.35; piston pin: 46x99; number of piston rings: 3 Lox, RTK R 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00197 1 0 ... , 80 00197 2 0 ...	
	91 621 600	Cyl. Ø: 130; KH: 81.05; MT: -27.2; MØ: 60.5; GL: 126.05; piston pin: 46x99; number of piston rings: 3 Lox, RTK R 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00197 1 0 ... , 80 00197 2 0 ...	
	80 00197 1 0 000 80 00197 2 0 000	Cyl. Ø: 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4] Cyl. Ø: 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]	
	90 614 960	Piston: 90614600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	90 614 961	Piston: 90614600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	91 621 960	Piston: 91621600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	91 621 961	Piston: 91621600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 533 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
M	89 396 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	78 692 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00	
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00	
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00	
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.	
	87 349 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B	
	87 367 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 367 694 SEMI / 87 367 600 STD	
	87 403 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00	
	87 404 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 87 404 605 0,10 / 87 404 610 0,25 / 87 404 620 0,50 / 87 404 630 0,75 / 87 404 640 1,00	
	50 009 132	Length: 256; counterbore: 95; piston pin: 46; keystone conrod	
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III	LK-1610
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	81-16100 IN/EX; 18.028/ x 12 x 67 G2
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-16101 IN/EX; 18.235/ x 12 x 67 G2
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	81-16102 IN/EX; 18.435/ x 12 x 67 G2
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°	
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°	
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°	
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°	
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°	
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°	
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°	
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°	
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°	

cont...



TRW
EngineComponents



MERCEDES-BENZ



50 006 358 CAM



50 005 210 →mot. 504397
50 005 616

582

130



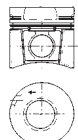
OM 441 Euro 1

932 - 933

D AN 6 11309 cm³ 2V 151 kW 205 PS ξ 18:1 \bar{h} 142



91 620 600 Cyl. \varnothing : 130; KH: 81.45; MT: -26.4; M \varnothing : 59; GL: 126.45; piston pin: 46x99; number of piston rings: 3



RTK, Lox
R 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00197 1 0 ...**, **80 00197 2 0 ...**



80 00197 1 0 000 Cyl. \varnothing : 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00197 2 0 000 Cyl. \varnothing : 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]



91 620 960 Piston: 91620600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

91 620 961 Piston: 91620600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 533 110 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 396 110 N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 692 600 PAIR PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00

78 693 600 PAIR HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1

78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604 PAIR PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G

78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600 PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G

78 709 610 0,25, For compressor with piston \varnothing 90 mm.

87 349 690 SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B

87 367 690 SET NW-L SEMI \varnothing 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI \varnothing 69.940 / 76.000 / 35.000 / St/B

87 367 694 SEMI / 87 367 600 STD

87 403 604 SET HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G

87 403 614 0,25 / 87 403 624 0,50 / 87 403 634 0,75 / 87 403 644 1,00

87 404 600 SET PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G1

87 404 605 0,10 / 87 404 610 0,25 / 87 404 620 0,50 / 87 404 630 0,75 / 87 404 640 1,00



50 009 132 Length: 256; counterbore: 95; piston pin: 46; keystone conrod



16116 EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III

16150 EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III

16117 IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

16146 IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III



LK-1610



81-16100 IN/EX; 18.028/ x 12 x 67 G2

81-16101 IN/EX; 18.235/ x 12 x 67 G2

81-16102 IN/EX; 18.435/ x 12 x 67 G2



50 004 893 EX; 53.11 x 43 x 9.2; ST; 45°

92-16104 EX; 53.11 x 43 x 9.7; G1; 45°

92-16148 EX; 53.31 x 43 x 9.9; G1; 45°

92-16105 EX; 53.51 x 43 x 10.2; G1; 45°

92-16100 IN; 60.11 x 51 x 8.9; G1; 30°

50 004 892 IN; 60.11 x 51 x 8.9; ST; 30°

92-16147 IN; 60.31 x 51 x 9.1; G1; 30°

92-16101 IN; 60.51 x 51 x 9.3; G1; 30°

50 004 890 IN; 61.11 x 51 x 9; ST; 30°



50 005 210 →mot. 504397

50 005 616

M



583

130



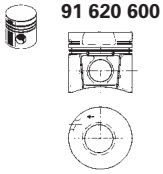
OM 442 Euro 1

900-004

1992 →

D AN 8 15080 cm³ 2V

142



91 620 600

Cyl. Ø: 130; KH: 81.45; MT: -26.4; MØ: 59; GL: 126.45; piston pin: 46x99; number of piston rings: 3
RTK, Lox
R 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00197 1 0 ...**, **80 00197 2 0 ...**



80 00197 1 0 000

Cyl. Ø: 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00197 2 0 000

Cyl. Ø: 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]



91 620 960

Piston: 91620600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

91 620 961

Piston: 91620600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



89 533 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

89 396 110

N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.



78 692 600

PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00

78 693 600

PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1
78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00

78 694 604

PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00

78 709 600

PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G
78 709 610 0,25, For compressor with piston Ø 90 mm.

87 348 690

SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B

87 385 690

SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B
87 385 694 SEMI / 87 385 600 STD

87 401 604

SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G
87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00

87 402 600

SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1
87 402 605 0,10 / 87 402 610 0,25 / 87 402 620 0,50 / 87 402 630 0,75 / 87 402 640 1,00



16116

EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III



LK-1610

16150

EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III



50 004 893

EX; 53.11 x 43 x 9.2; ST; 45°

16117

IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III

50 004 892

IN; 60.11 x 51 x 8.9; ST; 30°

16146

IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III

50 004 890

IN; 61.11 x 51 x 9; ST; 30°



50 005 837

584

130



OM 442

900/-000

12.1987 →

D AN 8 15080 cm³ 2V

142



90 614 600

Cyl. Ø: 130; KH: 81.35; MT: -27.2; MØ: 60.5; GL: 126.35; piston pin: 46x99; number of piston rings: 3
Lox, RTK
R 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00197 1 0 ...**, **80 00197 2 0 ...**

91 621 600

Cyl. Ø: 130; KH: 81.05; MT: -27.2; MØ: 60.5; GL: 126.05; piston pin: 46x99; number of piston rings: 3
Lox, RTK
R 3 MO G6
M 3 CR G3
DSF 4 CR
→ **80 00197 1 0 ...**, **80 00197 2 0 ...**



80 00197 1 0 000

Cyl. Ø: 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00197 2 0 000

Cyl. Ø: 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]



90 614 960







Piston: 90614600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

90 614 961

Piston: 90614600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.


cont...




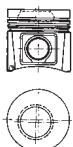
91 621 960	Piston: 91621600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
91 621 961	Piston: 91621600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
 89 533 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
89 396 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
 78 692 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00	
78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00	
78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00	
78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.	
87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B	
87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD	
87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00	
87 402 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 87 402 605 0,10 / 87 402 610 0,25 / 87 402 620 0,50 / 87 402 630 0,75 / 87 402 640 1,00	
 50 004 665	EX; 17.1 x 8 x 90.3 x A - - 45° - 1 - Exhaust brake valve - dome	 LK-1610
16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III	 81-16100 IN/EX; 18.028/ x 12 x 67 G2
16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III	81-16101 IN/EX; 18.235/ x 12 x 67 G2
16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III	81-16102 IN/EX; 18.435/ x 12 x 67 G2
16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III	 50 004 893 EX; 53.11 x 43 x 9.2; ST; 45°
		92-16104 EX; 53.11 x 43 x 9.7; G1; 45°
		92-16148 EX; 53.31 x 43 x 9.9; G1; 45°
		92-16105 EX; 53.51 x 43 x 10.2; G1; 45°
		92-16100 IN; 60.11 x 51 x 8.9; G1; 30°
		50 004 892 IN; 60.11 x 51 x 8.9; ST; 30°
		92-16147 IN; 60.31 x 51 x 9.1; G1; 30°
		92-16101 IN; 60.51 x 51 x 9.3; G1; 30°
		50 004 890 IN; 61.11 x 51 x 9; ST; 30°


 50 005 837	
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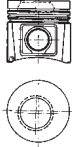
585  **130**


 OM 442	905 - 909, 914 - 917, 922 - 924
	D AN 8 15080 cm ³ 2V 191-218 kW 260-296 PS € 16,9:1 142


 90 614 600	Cyl. Ø: 130; KH: 81.35; MT: -27.2; MØ: 60.5; GL: 126.35; piston pin: 46x99; number of piston rings: 3 Lox, RTK R 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00197 1 0 ..., 80 00197 2 0 ...
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 91 621 600	Cyl. Ø: 130; KH: 81.05; MT: -27.2; MØ: 60.5; GL: 126.05; piston pin: 46x99; number of piston rings: 3 Lox, RTK R 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00197 1 0 ..., 80 00197 2 0 ...
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 80 00197 1 0 000	Cyl. Ø: 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
80 00197 2 0 000	Cyl. Ø: 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

 90 614 960	Piston: 90614600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
90 614 961	Piston: 90614600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
91 621 960	Piston: 91621600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

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TRW
EngineComponents

PIERBURG

MERCEDES-BENZ

	91 621 961	Piston: 91621600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 533 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 396 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 692 600	PAIR PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00
	78 693 600	PAIR HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston \varnothing 90 mm.
	87 348 690	SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI \varnothing 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI \varnothing 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	87 402 600	SET PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 87 402 605 0,10 / 87 402 610 0,25 / 87 402 620 0,50 / 87 402 630 0,75 / 87 402 640 1,00
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 006 359	CAM
	50 005 210	→mot. 504397
	50 005 616	
	50 005 837	
586		130
	OM 442	920 - 921, 925 - 929, 932 - 935
		D AN 8 15080 cm ³ 2V 195-213 kW 265-290 PS ϵ 16,9:1 H 142
	90 614 600	Cyl. \varnothing : 130; KH: 81.35; MT: -27.2; M \varnothing : 60.5; GL: 126.35; piston pin: 46x99; number of piston rings: 3 Lox, RTK R 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00197 1 0 ... , 80 00197 2 0 ...
	91 621 600	Cyl. \varnothing : 130; KH: 81.05; MT: -27.2; M \varnothing : 60.5; GL: 126.05; piston pin: 46x99; number of piston rings: 3 Lox, RTK R 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00197 1 0 ... , 80 00197 2 0 ...
	80 00197 1 0 000	Cyl. \varnothing : 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00197 2 0 000	Cyl. \varnothing : 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	90 614 960	Piston: 90614600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	90 614 961	Piston: 90614600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

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TRW
EngineComponents



MERCEDES-BENZ

	91 621 960	Piston: 91621600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	91 621 961	Piston: 91621600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 533 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 396 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 692 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 692 605 0,10 / 78 692 610 0,25 / 78 692 620 0,50 / 78 692 630 0,75 / 78 692 640 1,00
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston Ø 90 mm.
	87 348 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 385 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 385 694 SEMI / 87 385 600 STD
	87 401 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 401 605 0,10 / 87 401 614 0,25 / 87 401 624 0,50 / 87 401 634 0,75 / 87 401 644 1,00
	87 402 600	SET PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 87 402 605 0,10 / 87 402 610 0,25 / 87 402 620 0,50 / 87 402 630 0,75 / 87 402 640 1,00
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 006 359	CAM
	50 005 616	
	50 005 837	

M

587		130
	OM 443	900/-000
		08.1989 →
		D AN 10 18848 cm ³ 2V
		142
	90 614 600	Cyl. Ø: 130; KH: 81.35; MT: -27.2; MØ: 60.5; GL: 126.35; piston pin: 46x99; number of piston rings: 3 Lox, RTK R 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00197 1 0 ... , 80 00197 2 0 ...
	91 621 600	Cyl. Ø: 130; KH: 81.05; MT: -27.2; MØ: 60.5; GL: 126.05; piston pin: 46x99; number of piston rings: 3 Lox, RTK R 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00197 1 0 ... , 80 00197 2 0 ...
	80 00197 1 0 000	Cyl. Ø: 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00197 2 0 000	Cyl. Ø: 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	cont...	



TRW
EngineComponents



MERCEDES-BENZ

	90 614 960	Piston: 90614600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	90 614 961	Piston: 90614600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	91 621 960	Piston: 91621600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	91 621 961	Piston: 91621600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 533 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 396 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 693 600	PAIR HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD \varnothing 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25 , For compressor with piston \varnothing 90 mm.
	78 897 600	PAIR PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD \varnothing 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00 , The upper shell is marked with 'SPUTTER'.
	77 275 694	SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 347 690	SET PL-B SEMI \varnothing 46.000 / 50.600 / 38.700 / St/B
	87 384 690	SET NW-L SEMI \varnothing 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI \varnothing 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
	87 399 604	SET HL STD \varnothing 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD \varnothing 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 834	



LK-1610



81-16100

IN/EX; 18.028/ x 12 x 67 G2

81-16101

IN/EX; 18.235/ x 12 x 67 G2

81-16102

IN/EX; 18.435/ x 12 x 67 G2

M

588

130



OM 443

905

D AN 10 18848 cm³ 2V 271 kW 369 PS ϵ 16,9:1 \bar{H} 142



90 614 600

Cyl. \varnothing : 130; KH: 81.35; MT: -27.2; M \varnothing : 60.5; GL: 126.35; piston pin: 46x99; number of piston rings: 3

Lox, RTK

R 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00197 1 0 ...**, **80 00197 2 0 ...**



91 621 600

Cyl. \varnothing : 130; KH: 81.05; MT: -27.2; M \varnothing : 60.5; GL: 126.05; piston pin: 46x99; number of piston rings: 3

Lox, RTK

R 3 MO G6

M 3 CR G3

DSF 4 CR

→ **80 00197 1 0 ...**, **80 00197 2 0 ...**



80 00197 1 0 000

Cyl. \varnothing : 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

80 00197 2 0 000

Cyl. \varnothing : 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

cont...



TRW
EngineComponents



MERCEDES-BENZ

	90 614 960	Piston: 90614600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	90 614 961	Piston: 90614600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	91 621 960	Piston: 91621600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	91 621 961	Piston: 91621600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890., 1988->
	89 533 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 396 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	78 693 600	PAIR HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1 78 693 605 0,10 / 78 693 610 0,25 / 78 693 620 0,50 / 78 693 630 0,75 / 78 693 640 1,00
	78 694 604	PAIR PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 78 694 605 0,10 / 78 694 614 0,25 / 78 694 624 0,50 / 78 694 634 0,75 / 78 694 644 1,00
	78 709 600	PAIR PL-L STD Ø 31.975 / 36.000 / 19.000 / 2.011 St/B/G 78 709 610 0,25, For compressor with piston Ø 90 mm.
	78 897 600	PAIR PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/S; PL STD Ø 90.000 / 95.000 / 31.000 / 2.473 St/B/G1 78 897 605 0,10 / 78 897 610 0,25 / 78 897 620 0,50 / 78 897 630 0,75 / 78 897 640 1,00, The upper shell is marked with 'SPUTTER'.
	77 275 694	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B, Keystone con-rod
	87 347 690	SET PL-B SEMI Ø 46.000 / 50.600 / 38.700 / St/B
	87 384 690	SET NW-L SEMI Ø 69.940 / 75.000 / 28.000 / St/A; NW-L SEMI Ø 69.940 / 76.000 / 35.000 / St/B 87 384 694 SEMI / 87 384 600 STD
	87 399 604	SET HL STD Ø 104.000 / 111.000 / 30.500 / 3.472 St/B/G1; PASS-L STD Ø 104.000 / 111.000 / 37.810 / 3.474 St/B/G 87 399 605 0,10 / 87 399 614 0,25 / 87 399 624 0,50 / 87 399 634 0,75 / 87 399 644 1,00
	50 009 130	Length: 256; counterbore: 95; piston pin: 46; keystone conrod
	16116	EX; 51 x 12 x 142.5 x A/S - Cr - 45° - 5 - III
	16150	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 5 - III
	16117	IN; 59 x 12 x 142.5 x A/S - Cr - 30° - 5 - III
	16146	IN; 59 x 12 x 142.5 x RA/S - Cr - 30° - 5 - III
	50 004 893	EX; 53.11 x 43 x 9.2; ST; 45°
	92-16104	EX; 53.11 x 43 x 9.7; G1; 45°
	92-16148	EX; 53.31 x 43 x 9.9; G1; 45°
	92-16105	EX; 53.51 x 43 x 10.2; G1; 45°
	92-16100	IN; 60.11 x 51 x 8.9; G1; 30°
	50 004 892	IN; 60.11 x 51 x 8.9; ST; 30°
	92-16147	IN; 60.31 x 51 x 9.1; G1; 30°
	92-16101	IN; 60.51 x 51 x 9.3; G1; 30°
	50 004 890	IN; 61.11 x 51 x 9; ST; 30°
	50 005 210	→mot. 744215
	50 005 615	mot. 744216→
	LK-1610	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2
	81-16101	IN/EX; 18.235/ x 12 x 67 G2
	81-16102	IN/EX; 18.435/ x 12 x 67 G2





M

589 **130**
OM 462 **900-010, 900-011 (AFS), 900-012, 900-013 (AFS)**
D AN 8 15080 cm³ 2V 195-203 kW 265-276 PS £16,9:1 142



	90 614 600	Cyl. Ø: 130; KH: 81.35; MT: -27.2; MØ: 60.5; GL: 126.35; piston pin: 46x99; number of piston rings: 3 Lox, RTK R 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00197 1 0 ..., 80 00197 2 0 ...
	91 621 600	Cyl. Ø: 130; KH: 81.05; MT: -27.2; MØ: 60.5; GL: 126.05; piston pin: 46x99; number of piston rings: 3 Lox, RTK R 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00197 1 0 ..., 80 00197 2 0 ...
	80 00197 1 0 000	Cyl. Ø: 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00197 2 0 000	Cyl. Ø: 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]


cont...




	90 614 960	Piston: 90614600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	90 614 961	Piston: 90614600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	91 621 960	Piston: 91621600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	91 621 961	Piston: 91621600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 533 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	89 396 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.	
	81-16100	IN/EX; 18.028/ x 12 x 67 G2	 92-16104 EX; 53.11 x 43 x 9.7; G1; 45°
	81-16101	IN/EX; 18.235/ x 12 x 67 G2	92-16148 EX; 53.31 x 43 x 9.9; G1; 45°
	81-16102	IN/EX; 18.435/ x 12 x 67 G2	92-16105 EX; 53.51 x 43 x 10.2; G1; 45°
			92-16100 IN; 60.11 x 51 x 8.9; G1; 30°
			92-16151 IN; 60.11 x 51.2 x 8.4; G1; 30°
			92-16147 IN; 60.31 x 51 x 9.1; G1; 30°
			92-16152 IN; 60.31 x 51.2 x 8.6; G1; 30°
			92-16101 IN; 60.51 x 51 x 9.3; G1; 30°

 **50 005 837**


590	 130
 OM 463	900-010
	04.1986 → D AN 10 18848 cm ³ 2V 260-271 kW 354-368 PS € 16,9:1 142


	90 614 600	Cyl. Ø: 130; KH: 81.35; MT: -27.2; MØ: 60.5; GL: 126.35; piston pin: 46x99; number of piston rings: 3 Lox, RTK R 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00197 1 0 ... , 80 00197 2 0 ...
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	91 621 600	Cyl. Ø: 130; KH: 81.05; MT: -27.2; MØ: 60.5; GL: 126.05; piston pin: 46x99; number of piston rings: 3 Lox, RTK R 3 MO G6 M 3 CR G3 DSF 4 CR → 80 00197 1 0 ... , 80 00197 2 0 ...
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	80 00197 1 0 000	Cyl. Ø: 130; Set: 1; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]
	80 00197 2 0 000	Cyl. Ø: 130; Set: 2; [R G6 MO 3] [M G3 IWU CR 3] [DSF CR 4]

	90 614 960	Piston: 90614600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	90 614 961	Piston: 90614600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	91 621 960	Piston: 91621600; Cylinder liner: 89396110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	91 621 961	Piston: 91621600; Cylinder liner: 89533110, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

	89 533 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=10.07+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
	89 396 110	N - Wet cylinder liner; finished; A=144.5 C=153.8 L=253 H+F=9.92+1, For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

	81-16100	IN/EX; 18.028/ x 12 x 67 G2	 92-16126 EX; 53.11 x 43 x 9.15; G1; 45°
	81-16101	IN/EX; 18.235/ x 12 x 67 G2	92-16127 EX; 53.11 x 43 x 9.2; G1; 45°
	81-16102	IN/EX; 18.435/ x 12 x 67 G2	92-16149 EX; 53.31 x 43 x 9.4; G1; 45°
			92-16128 EX; 53.51 x 43.2 x 9.6; G1; 45°
			92-16151 IN; 60.11 x 51.2 x 8.4; G1; 30°
			92-16152 IN; 60.31 x 51.2 x 8.6; G1; 30°

 **50 005 834**

M



591

130



OM 521 Euro 2

940

01.1996 →

D LA 6 11946 cm³ 4V 315 kW 428 PS €17,25:1 150



40 448 600



Cyl. Ø: 130; KH: 78.55; MT: -16.5; MØ: 92.8; GL: 123.55; piston pin: 52x103; number of piston rings: 3

RTK, KKK, TPL, KBB

T6 3 NT ST

M 3 CR G3

DSF 4 NT ST

→ 80 00328 1 2 ...



40 463 600



Cyl. Ø: 130; KH: 78.25; MT: -16.5; MØ: 92.8; GL: 123.25; piston pin: 52x103; number of piston rings: 3

RTK, KKK, TPL, KBB

T6 3 NT ST

M 3 CR G3

DSF 4 NT ST

→ 80 00328 1 2 ...



80 00328 1 2 000

Cyl. Ø: 130; Set: 1; [T6 ST IF NT 3] [M G3 IWU CR 3] [DSF ST NT 4], Partnumber is valid until engine 436074



40 448 961

Piston: 40448600; Cylinder liner: 89530110

40 448 962

Piston: 40448600; Cylinder liner: 89594110

40 463 961

Piston: 40463600; Cylinder liner: 89530110

40 463 962

Piston: 40463600; Cylinder liner: 89594110



89 530 110

N - Wet cylinder liner; finished; A=150 C=164.1 L=258 H+F=10.12+1.1, For crankcases with cooling bores. With cooling groove below the cylinder flange.

89 594 110

N - Wet cylinder liner; finished; A=150 C=164.1 L=258 H+F=10.12+1.1, For crankcases without cooling bores. With cooling groove 20 mm below the cylinder flange.



261101

EX; 17 x 8 x 87 x A - - 45° - 1 -

Exhaust brake valve - flat

50 009 042

EX; 17 x 8 x 87 x A - - 45° - 9 -

Exhaust brake valve - flat

160055

EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III

16205

EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III

160054

IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III

16204

IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5



LK-2615



81-16103

IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore

81-16104

IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore



92-16158

EX; 43.1 x 34 x 8; G1; 45°

50 004 895

EX; 43.1 x 34 x 8; ST; 45°

92-16157

IN; 47.38 x 40 x 7.7; G1; 30°

50 004 894

IN; 47.39 x 37 x 7.8; ST; 30°



50 005 831



50 005 619

50 005 628

592

130



OM 521 Euro 2

950 - 951

01.1996 →

D LA 6 11946 cm³ 4V 260 kW 354 PS €17,25:1 150



40 448 600



Cyl. Ø: 130; KH: 78.55; MT: -16.5; MØ: 92.8; GL: 123.55; piston pin: 52x103; number of piston rings: 3

RTK, KKK, TPL, KBB

T6 3 NT ST

M 3 CR G3

DSF 4 NT ST

→ 80 00328 1 2 ...



40 463 600



Cyl. Ø: 130; KH: 78.25; MT: -16.5; MØ: 92.8; GL: 123.25; piston pin: 52x103; number of piston rings: 3

RTK, KKK, TPL, KBB

T6 3 NT ST

M 3 CR G3

DSF 4 NT ST

→ 80 00328 1 2 ...



80 00328 1 2 000

Cyl. Ø: 130; Set: 1; [T6 ST IF NT 3] [M G3 IWU CR 3] [DSF ST NT 4], Partnumber is valid until engine 436074

cont...

M



TRW
EngineComponents



MERCEDES-BENZ

	40 448 961	Piston: 40448600; Cylinder liner: 89530110	
	40 448 962	Piston: 40448600; Cylinder liner: 89594110	
	40 463 961	Piston: 40463600; Cylinder liner: 89530110	
	40 463 962	Piston: 40463600; Cylinder liner: 89594110	
	89 530 110	N - Wet cylinder liner; finished; A=150 C=164.1 L=258 H+F=10.12+1.1, For crankcases with cooling bores. With cooling groove below the cylinder flange.	
	89 594 110	N - Wet cylinder liner; finished; A=150 C=164.1 L=258 H+F=10.12+1.1, For crankcases without cooling bores. With cooling groove 20 mm below the cylinder flange.	
	261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat	LK-2615
	160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III	81-16103 IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore
	16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III	81-16104 IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore
	160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III	92-16158 EX; 43.1 x 34 x 8; G1; 45°
	16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5	92-16157 IN; 47.38 x 40 x 7.7; G1; 30°

593

130



OM 522 Euro 2

940 - 943, 950

06.1996 →

D LA 8 15928 cm³ 4V 362-530 kW 496-721 PS €17,25:1 H 150

	40 448 600	Cyl. Ø: 130; KH: 78.55; MT: -16.5; MØ: 92.8; GL: 123.55; piston pin: 52x103; number of piston rings: 3 RTK, KKK, TPL, KBB T6 3 NT ST M 3 CR G3 DSF 4 NT ST → 80 00328 1 2 ...
	40 463 600	Cyl. Ø: 130; KH: 78.25; MT: -16.5; MØ: 92.8; GL: 123.25; piston pin: 52x103; number of piston rings: 3 RTK, KKK, TPL, KBB T6 3 NT ST M 3 CR G3 DSF 4 NT ST → 80 00328 1 2 ...

M

	80 00328 1 2 000	Cyl. Ø: 130; Set: 1; [T6 ST IF NT 3] [M G3 IWU CR 3] [DSF ST NT 4], Partnumber is valid until engine 436074	
	40 448 961	Piston: 40448600; Cylinder liner: 89530110	
	40 448 962	Piston: 40448600; Cylinder liner: 89594110	
	40 463 961	Piston: 40463600; Cylinder liner: 89530110	
	40 463 962	Piston: 40463600; Cylinder liner: 89594110	
	89 530 110	N - Wet cylinder liner; finished; A=150 C=164.1 L=258 H+F=10.12+1.1, For crankcases with cooling bores. With cooling groove below the cylinder flange.	
	89 594 110	N - Wet cylinder liner; finished; A=150 C=164.1 L=258 H+F=10.12+1.1, For crankcases without cooling bores. With cooling groove 20 mm below the cylinder flange.	
	261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat	LK-2615
	50 009 042	EX; 17 x 8 x 87 x A - - 45° - 9 - Exhaust brake valve - flat	81-16103 IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore
	160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III	81-16104 IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore
	16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III	92-16158 EX; 43.1 x 34 x 8; G1; 45°
	160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III	50 004 895 EX; 43.1 x 34 x 8; ST; 45°
	16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5	92-16157 IN; 47.38 x 40 x 7.7; G1; 30°
			50 004 894 IN; 47.39 x 37 x 7.8; ST; 30°
	50 005 619		50 005 838



TRW
EngineComponents



MERCEDES-BENZ

594



130



OM 541 Euro 2

920 - 922, 924 - 928, 949

01.1996 → D LA 6 11946 cm³ 4V 230-355 kW 313-455 PS ₤17,25:1 150

OM 541 Euro 2/3

940 - 945, 947 - 948, 950 - 952

01.1996 → D LA 6 11946 cm³ 4V 230-355 kW 313-483 PS ₤17,25:1 150

OM 941 Euro 2/3

900, 910, 920 - 921, 929 - 930, 940, 960, 970, 980 - 981, 990

01.1996 → D LA 6 11946 cm³ 4V 230-315 kW 313-428 PS ₤17,25:1 150



40 448 600



Cyl. Ø: 130; KH: 78.55; MT: -16.5; MØ: 92.8; GL: 123.55; piston pin: 52x103; number of piston rings: 3

RTK, KKK, TPL, KBB

T6 3 NT ST

M 3 CR G3

DSF 4 NT ST

→ **80 00328 1 2 ...**



40 463 600



Cyl. Ø: 130; KH: 78.25; MT: -16.5; MØ: 92.8; GL: 123.25; piston pin: 52x103; number of piston rings: 3

RTK, KKK, TPL, KBB

T6 3 NT ST

M 3 CR G3

DSF 4 NT ST

→ **80 00328 1 2 ...**



80 00328 1 2 000

Cyl. Ø: 130; Set: 1; [T6 ST IF NT 3] [M G3 IWU CR 3] [DSF ST NT 4], Partnumber is valid until engine 436074



40 448 961

Piston: 40448600; Cylinder liner: 89530110

40 448 962

Piston: 40448600; Cylinder liner: 89594110

40 463 961

Piston: 40463600; Cylinder liner: 89530110

40 463 962

Piston: 40463600; Cylinder liner: 89594110



89 530 110

N - Wet cylinder liner; finished; A=150 C=164.1 L=258 H+F=10.12+1.1, For crankcases with cooling bores. With cooling groove below the cylinder flange.

89 594 110

N - Wet cylinder liner; finished; A=150 C=164.1 L=258 H+F=10.12+1.1, For crankcases without cooling bores. With cooling groove 20 mm below the cylinder flange.



72 858 690

PL-B SEMI Ø 52.000 / 57.000 / 38.700 / B

79 229 600

PAIR PL STD Ø 94.000 / 99.000 / 28.600 / 2.473 St/B/G1; PL STD Ø 94.000 / 99.000 / 28.600 / 2.473 St/B/S

79 229 610 0,25 / 79 229 620 0,50, The upper shell is marked with 'SPUTTER'.

79 230 600

PAIR AS STD Ø 117.300 / 138.700 // 5.425 A

79 230 610 0,50

79 231 600

PAIR HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/S; HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/G1

79 231 610 0,25 / 79 231 620 0,50, The lower shell is marked with 'SPUTTER'.

77 547 600

SET PL STD Ø 94.000 / 99.000 / 28.600 / 2.473 St/B/G1; PL STD Ø 94.000 / 99.000 / 28.600 / 2.473 St/B/S

77 547 610 0,25 / 77 547 620 0,50, The upper shell is marked with 'SPUTTER'.

77 548 600

SET HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/S; HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/G1

77 548 610 0,25 / 77 548 620 0,50, The lower shell is marked with 'SPUTTER'.

77 590 690

SET NW-L SEMI Ø 91.928 / 97.000 / 48.000 / B; NW-L SEMI Ø 91.928 / 97.000 / 23.000 / B

77 683 600

SET HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/G1

77 683 610 0,25 / 77 683 620 0,50



261101

EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat

50 009 042

EX; 17 x 8 x 87 x A - - 45° - 9 - Exhaust brake valve - flat

160055

EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III

16205

EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III

160054

IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III

16204

IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5



LK-2615



81-16103

IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore

81-16104

IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore



92-16158

EX; 43.1 x 34 x 8; G1; 45°

50 004 895

EX; 43.1 x 34 x 8; ST; 45°

92-16157

IN; 47.38 x 40 x 7.7; G1; 30°

50 004 894

IN; 47.39 x 37 x 7.8; ST; 30°



50 005 619

50 005 628



50 005 831

M



595

130

OM 541 Euro 2

923

D LA 6 11946 cm³ 4V 290 kW 394 PS € 17,25:1 150



40 448 600

Cyl. Ø: 130; KH: 78.55; MT: -16.5; MØ: 92.8; GL: 123.55; piston pin: 52x103; number of piston rings: 3
RTK, KKK, TPL, KBB
T6 3 NT ST
M 3 CR G3
DSF 4 NT ST
→ **80 00328 1 2 ...**

40 463 600

Cyl. Ø: 130; KH: 78.25; MT: -16.5; MØ: 92.8; GL: 123.25; piston pin: 52x103; number of piston rings: 3
RTK, KKK, TPL, KBB
T6 3 NT ST
M 3 CR G3
DSF 4 NT ST
→ **80 00328 1 2 ...**



80 00328 1 2 000

Cyl. Ø: 130; Set: 1; [T6 ST IF NT 3] [M G3 IWU CR 3] [DSF ST NT 4], Partnumber is valid until engine 436074



40 448 961

Piston: 40448600; Cylinder liner: 89530110

40 448 962

Piston: 40448600; Cylinder liner: 89594110

40 463 961

Piston: 40463600; Cylinder liner: 89530110

40 463 962

Piston: 40463600; Cylinder liner: 89594110



89 530 110

N - Wet cylinder liner; finished; A=150 C=164.1 L=258 H+F=10.12+1.1, For crankcases with cooling bores. With cooling groove below the cylinder flange.

89 594 110

N - Wet cylinder liner; finished; A=150 C=164.1 L=258 H+F=10.12+1.1, For crankcases without cooling bores. With cooling groove 20 mm below the cylinder flange.



72 858 690

PL-B SEMI Ø 52.000 / 57.000 / 38.700 / B

79 229 600

PAIR PL STD Ø 94.000 / 99.000 / 28.600 / 2.473 St/B/G1; PL STD Ø 94.000 / 99.000 / 28.600 / 2.473 St/B/S
79 229 610 0,25 / **79 229 620** 0,50, The upper shell is marked with 'SPUTTER'.

79 230 600

PAIR AS STD Ø 117.300 / 138.700 // 5.425 A
79 230 610 0,50

79 231 600

PAIR HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/S; HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/G1
79 231 610 0,25 / **79 231 620** 0,50, The lower shell is marked with 'SPUTTER'.

77 547 600

SET PL STD Ø 94.000 / 99.000 / 28.600 / 2.473 St/B/G1; PL STD Ø 94.000 / 99.000 / 28.600 / 2.473 St/B/S
77 547 610 0,25 / **77 547 620** 0,50, The upper shell is marked with 'SPUTTER'.

77 548 600

SET HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/S; HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/G1
77 548 610 0,25 / **77 548 620** 0,50, The lower shell is marked with 'SPUTTER'.

77 590 690

SET NW-L SEMI Ø 91.928 / 97.000 / 48.000 / B; NW-L SEMI Ø 91.928 / 97.000 / 23.000 / B

77 683 600

SET HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/G1
77 683 610 0,25 / **77 683 620** 0,50



261101

EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat

50 009 042

EX; 17 x 8 x 87 x A - - 45° - 9 - Exhaust brake valve - flat

160055

EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III

16205

EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III

160054

IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III

16204

IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5



LK-2615



81-16103

IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore

81-16104

IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore



92-16158

EX; 43.1 x 34 x 8; G1; 45°

50 004 895

EX; 43.1 x 34 x 8; ST; 45°

92-16157

IN; 47.38 x 40 x 7.7; G1; 30°

50 004 894

IN; 47.39 x 37 x 7.8; ST; 30°



50 005 619

50 005 628

M



TRW
EngineComponents



MERCEDES-BENZ

596

130

OM 541 Euro 2/3

946

D LA 6 11946 cm³ 4V 315-320 kW 428-435 PS ϵ 17,25:1 η 150



40 448 600



Cyl. \varnothing : 130; KH: 78.55; MT: -16.5; M \varnothing : 92.8; GL: 123.55; piston pin: 52x103; number of piston rings: 3

RTK, KKK, TPL, KBB

T6 3 NT ST

M 3 CR G3

DSF 4 NT ST

→ **80 00328 1 2 ...**



40 463 600



Cyl. \varnothing : 130; KH: 78.25; MT: -16.5; M \varnothing : 92.8; GL: 123.25; piston pin: 52x103; number of piston rings: 3

RTK, KKK, TPL, KBB

T6 3 NT ST

M 3 CR G3

DSF 4 NT ST

→ **80 00328 1 2 ...**



80 00328 1 2 000

Cyl. \varnothing : 130; Set: 1; [T6 ST IF NT 3] [M G3 IWU CR 3] [DSF ST NT 4], Partnumber is valid until engine 436074



40 448 961

Piston: 40448600; Cylinder liner: 89530110

40 448 962

Piston: 40448600; Cylinder liner: 89594110

40 463 961

Piston: 40463600; Cylinder liner: 89530110

40 463 962

Piston: 40463600; Cylinder liner: 89594110



89 530 110

N - Wet cylinder liner; finished; A=150 C=164.1 L=258 H+F=10.12+1.1, For crankcases with cooling bores. With cooling groove below the cylinder flange.

89 594 110

N - Wet cylinder liner; finished; A=150 C=164.1 L=258 H+F=10.12+1.1, For crankcases without cooling bores. With cooling groove 20 mm below the cylinder flange.



72 858 690

PL-B SEMI \varnothing 52.000 / 57.000 / 38.700 / B

79 229 600

PAIR PL STD \varnothing 94.000 / 99.000 / 28.600 / 2.473 St/B/G1; PL STD \varnothing 94.000 / 99.000 / 28.600 / 2.473 St/B/S
79 229 610 0,25 / 79 229 620 0,50, The upper shell is marked with 'SPUTTER'.

79 230 600

PAIR AS STD \varnothing 117.300 / 138.700 // 5.425 A
79 230 610 0,50

79 231 600

PAIR HL STD \varnothing 108.000 / 115.000 / 33.500 / 3.472 St/B/S; HL STD \varnothing 108.000 / 115.000 / 33.500 / 3.472 St/B/G1
79 231 610 0,25 / 79 231 620 0,50, The lower shell is marked with 'SPUTTER'.

77 547 600

SET PL STD \varnothing 94.000 / 99.000 / 28.600 / 2.473 St/B/G1; PL STD \varnothing 94.000 / 99.000 / 28.600 / 2.473 St/B/S
77 547 610 0,25 / 77 547 620 0,50, The upper shell is marked with 'SPUTTER'.

77 548 600

SET HL STD \varnothing 108.000 / 115.000 / 33.500 / 3.472 St/B/S; HL STD \varnothing 108.000 / 115.000 / 33.500 / 3.472 St/B/G1
77 548 610 0,25 / 77 548 620 0,50, The lower shell is marked with 'SPUTTER'.

77 590 690

SET NW-L SEMI \varnothing 91.928 / 97.000 / 48.000 / B; NW-L SEMI \varnothing 91.928 / 97.000 / 23.000 / B

77 683 600

SET HL STD \varnothing 108.000 / 115.000 / 33.500 / 3.472 St/B/G1
77 683 610 0,25 / 77 683 620 0,50



261101

EX; 17 x 8 x 87 x A - - 45° - 1 -
Exhaust brake valve - flat

50 009 042

EX; 17 x 8 x 87 x A - - 45° - 9 -
Exhaust brake valve - flat

160055

EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III

16205

EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III

160054

IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III

16204

IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5



LK-2615



81-16103

IN/EX; 15.03/ x 9 x 61 G2,
finish-machined with other than
original bore

81-16104

IN/EX; 15.239/ x 9 x 61 G2,
finish-machined with other than
original bore



92-16158

EX; 43.1 x 34 x 8; G1; 45°

50 004 895

EX; 43.1 x 34 x 8; ST; 45°

92-16157

IN; 47.38 x 40 x 7.7; G1; 30°

50 004 894

IN; 47.39 x 37 x 7.8; ST; 30°



50 005 619



50 005 831

597

130

OM 541 Euro 4/5

953, 959

D LA 6 11946 cm³ 4V 300-320 kW 408-435 PS ϵ 18,5:1 η 150



89 846 110

N - Wet cylinder liner; finished; A=150 C=164.2 L=258 H+F=10.12+1.1 X=13.5



598

130



OM 541 Euro 4/5

970, 980

D LA 6 11946 cm³ 4V 235-335 kW 320-455 PS ϵ 18,5:1 \bar{H} 150



80 00328 1 2 000

Cyl. \varnothing : 130; Set: 1; [T6 ST IF NT 3] [M G3 IWU CR 3] [DSF ST NT 4], Partnumber is valid until engine 436074



89 846 110

N - Wet cylinder liner; finished; A=150 C=164.2 L=258 H+F=10.12+1.1 X=13.5



72 858 690

PL-B SEMI \varnothing 52.000 / 57.000 / 38.700 / B

79 229 600

PAIR PL STD \varnothing 94.000 / 99.000 / 28.600 / 2.473 St/B/G1; PL STD \varnothing 94.000 / 99.000 / 28.600 / 2.473 St/B/S
79 229 610 0,25 / 79 229 620 0,50, The upper shell is marked with 'SPUTTER'.

79 230 600

PAIR AS STD \varnothing 117.300 / 138.700 // 5.425 A
79 230 610 0,50

79 231 600

PAIR HL STD \varnothing 108.000 / 115.000 / 33.500 / 3.472 St/B/S; HL STD \varnothing 108.000 / 115.000 / 33.500 / 3.472 St/B/G1
79 231 610 0,25 / 79 231 620 0,50, The lower shell is marked with 'SPUTTER'.

77 547 600

SET PL STD \varnothing 94.000 / 99.000 / 28.600 / 2.473 St/B/G1; PL STD \varnothing 94.000 / 99.000 / 28.600 / 2.473 St/B/S
77 547 610 0,25 / 77 547 620 0,50, The upper shell is marked with 'SPUTTER'.

77 548 600

SET HL STD \varnothing 108.000 / 115.000 / 33.500 / 3.472 St/B/S; HL STD \varnothing 108.000 / 115.000 / 33.500 / 3.472 St/B/G1
77 548 610 0,25 / 77 548 620 0,50, The lower shell is marked with 'SPUTTER'.

77 590 690

SET NW-L SEMI \varnothing 91.928 / 97.000 / 48.000 / B; NW-L SEMI \varnothing 91.928 / 97.000 / 23.000 / B

77 683 600

SET HL STD \varnothing 108.000 / 115.000 / 33.500 / 3.472 St/B/G1
77 683 610 0,25 / 77 683 620 0,50



261101

EX; 17 x 8 x 87 x A - - 45° - 1 -
Exhaust brake valve - flat

160055

EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III

16205

EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III

160054

IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III

16204

IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5



LK-2615



81-16103

IN/EX; 15.03/ x 9 x 61 G2,
finish-machined with other than
original bore

81-16104

IN/EX; 15.239/ x 9 x 61 G2,
finish-machined with other than
original bore



92-16158

EX; 43.1 x 34 x 8; G1; 45°

92-16157

IN; 47.38 x 40 x 7.7; G1; 30°

M

599

130



OM 541 Euro 4/5

971, 973, 975, 977, 979

02.2005 →

D LA 6 11946 cm³ 4V 235-350 kW 320-476 PS ϵ 18,5:1 \bar{H} 150

OM 542 Euro 4/5

965, 971

D LA 8 15928 cm³ 4V 440-448 kW 598-609 PS ϵ 18,5:1 \bar{H} 150



89 846 110

N - Wet cylinder liner; finished; A=150 C=164.2 L=258 H+F=10.12+1.1 X=13.5



261101

EX; 17 x 8 x 87 x A - - 45° - 1 -
Exhaust brake valve - flat

160055

EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III

16205

EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III

160054

IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III

16204

IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5



LK-2615



81-16103

IN/EX; 15.03/ x 9 x 61 G2,
finish-machined with other than
original bore

81-16104

IN/EX; 15.239/ x 9 x 61 G2,
finish-machined with other than
original bore

600

130



OM 541 Euro 4/5

972, 974, 976, 978

D LA 6 11946 cm³ 4V 265-350 kW 360-476 PS ϵ 18,5:1 \bar{H} 150



80 00328 1 2 000

Cyl. \varnothing : 130; Set: 1; [T6 ST IF NT 3] [M G3 IWU CR 3] [DSF ST NT 4], Partnumber is valid until engine 436074



89 846 110

N - Wet cylinder liner; finished; A=150 C=164.2 L=258 H+F=10.12+1.1 X=13.5



72 858 690

PL-B SEMI \varnothing 52.000 / 57.000 / 38.700 / B

79 229 600

PAIR PL STD \varnothing 94.000 / 99.000 / 28.600 / 2.473 St/B/G1; PL STD \varnothing 94.000 / 99.000 / 28.600 / 2.473 St/B/S
79 229 610 0,25 / 79 229 620 0,50, The upper shell is marked with 'SPUTTER'.

79 230 600

PAIR AS STD \varnothing 117.300 / 138.700 // 5.425 A
79 230 610 0,50

cont...



TRW
EngineComponents



MERCEDES-BENZ

79 231 600	PAIR HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/S; HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/G1 79 231 610 0,25 / 79 231 620 0,50 , The lower shell is marked with 'SPUTTER'.
77 547 600	SET PL STD Ø 94.000 / 99.000 / 28.600 / 2.473 St/B/G1; PL STD Ø 94.000 / 99.000 / 28.600 / 2.473 St/B/S 77 547 610 0,25 / 77 547 620 0,50 , The upper shell is marked with 'SPUTTER'.
77 548 600	SET HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/S; HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/G1 77 548 610 0,25 / 77 548 620 0,50 , The lower shell is marked with 'SPUTTER'.
77 590 690	SET NW-L SEMI Ø 91.928 / 97.000 / 48.000 / B; NW-L SEMI Ø 91.928 / 97.000 / 23.000 / B
77 683 600	SET HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/G1 77 683 610 0,25 / 77 683 620 0,50



261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat
160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III
16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III
160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III
16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5



LK-2615



81-16103

IN/EX; 15.03/ x 9 x 61 G2,
finish-machined with other than
original bore

81-16104

IN/EX; 15.239/ x 9 x 61 G2,
finish-machined with other than
original bore

601

130



OM 541 Euro 4/5

981

02.2005 → 12.2008

D LA 6

11946 cm³

4V

335 kW

455 PS

£ 18,5:1

150

OM 542 Euro 4/5

970

D LA 8

15928 cm³

4V

448 kW

609 PS

£ 18,5:1

150



89 846 110 N - Wet cylinder liner; finished; A=150 C=164.2 L=258 H+F=10.12+1.1 X=13.5



261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat
160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III
16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III
160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III
16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5



LK-2615



81-16103

IN/EX; 15.03/ x 9 x 61 G2,
finish-machined with other than
original bore

81-16104

IN/EX; 15.239/ x 9 x 61 G2,
finish-machined with other than
original bore



92-16158

EX; 43.1 x 34 x 8; G1; 45°

92-16157

IN; 47.38 x 40 x 7.7; G1; 30°

602

130



OM 542 Euro 2

920 - 926

04.1997 →

D LA 8

15928 cm³

4V

350-420 kW

476-571 PS

£ 17,25:1

150

OM 542 Euro 2/3

940 - 945, 947

02.1995 →

D LA 8

15928 cm³

4V

350-425 kW

476-587 PS

£ 17,25:1

150

OM 942 Euro 2/3

900, 910 - 912, 925, 930, 960, 967, 970, 980, 990

06.1996 →

D LA 8

15928 cm³

4V

300-448 kW

408-609 PS

£ 17,25:1

150



40 448 600 Cyl. Ø: 130; KH: 78.55; MT: -16.5; MØ: 92.8; GL: 123.55; piston pin: 52x103; number of piston rings: 3



RTK, KKK, TPL, KBB

T6 3 NT ST

M 3 CR G3

DSF 4 NT ST

→ **80 00328 1 2 ...**



40 463 600

Cyl. Ø: 130; KH: 78.25; MT: -16.5; MØ: 92.8; GL: 123.25; piston pin: 52x103; number of piston rings: 3



RTK, KKK, TPL, KBB

T6 3 NT ST

M 3 CR G3

DSF 4 NT ST

→ **80 00328 1 2 ...**



80 00328 1 2 000 Cyl. Ø: 130; Set: 1; [T6 ST IF NT 3] [M G3 IWU CR 3] [DSF ST NT 4], Partnumber is valid until engine 436074



40 448 961 Piston: 40448600; Cylinder liner: 89530110

40 448 962 Piston: 40448600; Cylinder liner: 89594110

cont...

M



TRW
EngineComponents



MERCEDES-BENZ

	40 463 961	Piston: 40463600; Cylinder liner: 89530110	
	40 463 962	Piston: 40463600; Cylinder liner: 89594110	
	89 530 110	N - Wet cylinder liner; finished; A=150 C=164.1 L=258 H+F=10.12+1.1, For crankcases with cooling bores. With cooling groove below the cylinder flange.	
	89 594 110	N - Wet cylinder liner; finished; A=150 C=164.1 L=258 H+F=10.12+1.1, For crankcases without cooling bores. With cooling groove 20 mm below the cylinder flange.	
	72 858 690	PL-B SEMI Ø 52.000 / 57.000 / 38.700 / B	
	79 230 600	PAIR AS STD Ø 117.300 / 138.700 // 5.425 A 79 230 610 0,50	
	79 231 600	PAIR HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/S; HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/G1 79 231 610 0,25 / 79 231 620 0,50, The lower shell is marked with 'SPUTTER'.	
	79 232 600	PAIR PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/S; PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/G1 79 232 610 0,25 / 79 232 620 0,50, The upper shell is marked with 'SPUTTER'.	
	77 549 600	SET HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/S; HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/G1 77 549 610 0,25 / 77 549 620 0,50, The lower shell is marked with 'SPUTTER'.	
	77 550 600	SET PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/S; PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/G1 77 550 610 0,25 / 77 550 620 0,50, The upper shell is marked with 'SPUTTER'.	
	77 592 690	SET NW-L SEMI Ø 91.928 / 97.000 / 48.000 / B; NW-L SEMI Ø 91.928 / 97.000 / 23.000 / B	
	261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat	LK-2615
	50 009 042	EX; 17 x 8 x 87 x A - - 45° - 9 - Exhaust brake valve - flat	81-16103 IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore
	160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III	81-16104 IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore
	16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III	92-16158 EX; 43.1 x 34 x 8; G1; 45°
	160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III	50 004 895 EX; 43.1 x 34 x 8; ST; 45°
	16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5	92-16157 IN; 47.38 x 40 x 7.7; G1; 30°
			50 004 894 IN; 47.39 x 37 x 7.8; ST; 30°
	50 005 619		50 005 838

M

603

130

OM 542 Euro 2

956 - 957

02.1995 →

D LA 8

15928 cm³

4V

448 kW

609 PS

£ 17,25:1

	40 448 600	Cyl. Ø: 130; KH: 78.55; MT: -16.5; MØ: 92.8; GL: 123.55; piston pin: 52x103; number of piston rings: 3 RTK, KKK, TPL, KBB T6 3 NT ST M 3 CR G3 DSF 4 NT ST → 80 00328 1 2 ...
	40 463 600	Cyl. Ø: 130; KH: 78.25; MT: -16.5; MØ: 92.8; GL: 123.25; piston pin: 52x103; number of piston rings: 3 RTK, KKK, TPL, KBB T6 3 NT ST M 3 CR G3 DSF 4 NT ST → 80 00328 1 2 ...
	80 00328 1 2 000	Cyl. Ø: 130; Set: 1; [T6 ST IF NT 3] [M G3 IWU CR 3] [DSF ST NT 4], Partnumber is valid until engine 436074
	40 448 961	Piston: 40448600; Cylinder liner: 89530110
	40 448 962	Piston: 40448600; Cylinder liner: 89594110
	40 463 961	Piston: 40463600; Cylinder liner: 89530110
	40 463 962	Piston: 40463600; Cylinder liner: 89594110
	89 530 110	N - Wet cylinder liner; finished; A=150 C=164.1 L=258 H+F=10.12+1.1, For crankcases with cooling bores. With cooling groove below the cylinder flange.
	89 594 110	N - Wet cylinder liner; finished; A=150 C=164.1 L=258 H+F=10.12+1.1, For crankcases without cooling bores. With cooling groove 20 mm below the cylinder flange.
	72 858 690	PL-B SEMI Ø 52.000 / 57.000 / 38.700 / B
	79 230 600	PAIR AS STD Ø 117.300 / 138.700 // 5.425 A 79 230 610 0,50

cont...



TRW
EngineComponents



MERCEDES-BENZ

- 79 231 600** PAIR HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/S; HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/G1
79 231 610 0,25 / **79 231 620** 0,50, The lower shell is marked with 'SPUTTER'.
- 79 232 600** PAIR PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/S; PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/G1
79 232 610 0,25 / **79 232 620** 0,50, The upper shell is marked with 'SPUTTER'.
- 77 549 600** SET HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/S; HL STD Ø 108.000 / 115.000 / 33.500 / 3.472 St/B/G1
77 549 610 0,25 / **77 549 620** 0,50, The lower shell is marked with 'SPUTTER'.
- 77 550 600** SET PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/S; PL STD Ø 94.000 / 99.000 / 34.300 / 2.473 St/B/G1
77 550 610 0,25 / **77 550 620** 0,50, The upper shell is marked with 'SPUTTER'.
- 77 592 690** SET NW-L SEMI Ø 91.928 / 97.000 / 48.000 / B; NW-L SEMI Ø 91.928 / 97.000 / 23.000 / B

	261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat		LK-2615	
	160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III		81-16103	IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore
	16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III		81-16104	IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore
	160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III		92-16158	EX; 43.1 x 34 x 8; G1; 45°
	16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5		92-16157	IN; 47.38 x 40 x 7.7; G1; 30°

604 **130**
OM 542 Euro 2/3 **958**

D LA 8 15928 cm³ 4V 450 kW 612 PS €17,25:1 150

	261101	EX; 17 x 8 x 87 x A - - 45° - 1 - Exhaust brake valve - flat		LK-2615	
	160055	EX; 41 x 9 x 145 x RA/S - Cr - 45° - 5 - III		81-16103	IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore
	16205	EX; 42.1 x 9 x 145 x RA/S - Cr - 35° - 5 - III		81-16104	IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore
	160054	IN; 45.5 x 9 x 144.9 x RA/S - Cr - 30° - 5 - III		92-16158	EX; 43.1 x 34 x 8; G1; 45°
	16204	IN; 45.5 x 9 x 145 x S - Cr - 30° - 5 - III M +1.5		92-16157	IN; 47.38 x 40 x 7.7; G1; 30°




605 **130**
OM 942 **991 - 992**

D LA 8 15928 cm³ 4V 330-480 kW 449-653 PS 150

	81-16103	IN/EX; 15.03/ x 9 x 61 G2, finish-machined with other than original bore
	81-16104	IN/EX; 15.239/ x 9 x 61 G2, finish-machined with other than original bore

M



			Cyl.	 mm	cm³	 Comp. Ratio ε	kW	PS	Pos
4D34	D (AN)	4		104 x 115	3907	2			1
6D11	D (AN)	6		105 x 130	6754	2			2

M



1



104



4D34

08.1991 →

D AN 4 3907 cm³ 2V

115



99 826 600

Cyl. Ø: 104; KH: 62.2; MT: -20.4; MØ: 54.5; GL: 112.2; piston pin: 34x84; number of piston rings: 3



RTK

T15 3 CR G6

M 2 CR

DSF 4 CR



89 825 190

T - Dry cylinder liner; semi; A=108 L=200



TW-1807K STD

PAIR AS STD Ø 83.250 / 110.000 // 2.450 St/B

CB-1830GP STD

SET PL STD Ø 64.960 / 69.000 / 33.130 / 2.000 St/B/G

CB-1830GP 0.25 0,25 / CB-1830GP 0.50 0,50

MS-1807GP STD

SET HL STD Ø 77.960 / 82.000 / 27.130 / 2.007 St/B/G

MS-1807GP 0.25 0,25 / MS-1807GP 0.50 0,50

2



105



6D11

1974 → 1979

D AN 6 6754 cm³ 2V

130



Forklift 6800



CB-1820GP STD

SET PL STD Ø 64.940 / 69.000 / 34.130 / 2.000 St/B/G

CB-1820GP 0.25 0,25 / CB-1820GP 0.50 0,50

MS-1145GP STD

SET HL STD Ø 79.955 / 85.000 / 28.130 / 2.500 St/B/G

MS-1145GP 0.25 0,25





TRW
EngineComponents

PIERBURG


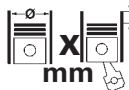



MWM

	Cyl.	 X mm	cm ³		Comp. Ratio ε	kW	PS	Pos
AKD 1105-2	D (AN) 2	95 x 105	1490	2	21:1	21	29	5
AKD 12/112-1	D (AN) 1	98 x 120	905	2	19,5:1	8-9	11-12	10
AKD 12/112-2	D (AN) 2	98 x 120	1810	2	19,5:1	16-18	22-24	10
AKD 12/112-3	D (AN) 3	98 x 120	2715	2	19,5:1	24	33	10
AKD 12/112-4	D (AN) 4	98 x 120	3600	2	19,5:1	32	44	10
AKD 311-2	D (AN) 2	90 x 117	1469	2	19:1	12-15	16-20	2
D 208-2	D (AN) 2	95 x 105	1490	2	16,7:1	23	31	6
D 208-3	D (AN) 3	95 x 105	2235	2	16,7:1	26-34	35-46	6
D 208-4	D (AN) 4	95 x 105	2976	2	16,7:1	33-40	45-55	6
D 208-6	D (AN) 6	95 x 105	4470	2	16,7:1	68	93	6
D 225-2	D (AN) 2	95 x 120	1700	2	18:1	13-24	10-33	7
D 225-3	D (AN) 3	95 x 120	2550	2	18:1	35-37	48-50	7
D 225-4	D (AN) 4	95 x 120	3402	2	18:1	46-50	62-68	7
D 225-6	D (AN) 6	95 x 120	5100	2	18:1	59-75	80-102	8
D 226 B-2	D (AN) 2	105 x 120	2080	2	16,5:1	32	43	15
D 226 B-3	D (AN) 3	105 x 120	3120	2		33-55	45-75	16
D 226 B-3	D (AN) 3	105 x 120	3120	2		33-55	45-75	16
D 226 B-3	D (AN) 3	105 x 120	3120	2		33-55	45-75	16
D 226 B-4	D (AN) 4	105 x 120	4154	2		51-74	70-100	16
D 226 B-6	D (AN) 6	105 x 120	6234	2		77-105	88-120	16
D 226 B-6	D (AN) 6	105 x 120	6234	2		77-105	88-120	16
D 226 B-6	D (AN) 6	105 x 120	6234	2		77-105	88-120	16
D 226-2	D (AN) 2	105 x 120	2080	2	18:1	27-30	37-40	17
D 226-3	D (AN) 3	105 x 120	3117	2	18:1	35-44	48-60	17
D 226-4	D (AN) 4	105 x 120	4154	2	18:1	44-64	60-87	17
D 226-6	D (AN) 6	105 x 120	6234	2	18:1	74-96	101-131	17
D 227-2	D (AN) 2	100 x 120	1885	2	18:1	25-27	34-37	11
D 227-3	D (AN) 3	100 x 120	2827	2	18:1	43-45	59-61	11
D 227-4	D (AN) 4	100 x 120	3768	2		46-61	63-83	11
D 227-6	D (AN) 6	100 x 120	5654	2		63-91	86-124	12
D 232 V6	D (AN) 6	120 x 130	8820	2	16,5:1	112	152	24
D 232 V8	D (AN) 8	120 x 130	11760	2	16,5:1	148	202	24
D 232 V12	D (AN) 12	120 x 130	17640	2	16,5:1	223	304	24
D 308-2	D (AN) 2	95 x 105	1490	2	17,2:1	23	31	6
D 308-3	D (AN) 3	95 x 105	2235	2	17,2:1	23-34	32-46	6
D 308-4	D (AN) 4	95 x 105	2980	2	17,2:1	44	60	6
D 308-6	D (AN) 6	95 x 105	4470	2	17,2:1	68	93	6
D 325-2	D (AN) 2	95 x 120	1700	2	18:1	16-24	22-32	8
D 325-3	D (AN) 3	95 x 120	2550	2	18:1	25-34	34-46	8
D 325-4	D (AN) 4	95 x 120	3400	2	18:1	51	69	8
D 325-6	D (AN) 6	95 x 120	5100	2	18:1	75	102	8
D 327-2	D (AN) 2	100 x 120	1885	2		24-27	32-37	13
D 327-3	D (AN) 3	100 x 120	2827	2		31-48	42-55	13
D 327-4	D (AN) 4	100 x 120	3768	2		47-55	64-74	13
D 327-6	D (AN) 6	100 x 120	5654	2		70-82	95-112	14
D 916-2	D (AN) 2	105 x 120	2080	2	22:1	24	33	18
D 916-3	D (AN) 3	105 x 120	3120	2	22:1	36	49	18
D 916-4	D (AN) 4	105 x 120	4160	2	22:1	48	66	18
D 916-6	D (AN) 6	105 x 120	6234	2	22:1	74	100	18
D 925 L	D (AN) 3	95 x 120	2550	2	18:1	25-34	34-46	7
G 232 V6	GF (A) 6	120 x 130	8820	2	12:1	77	105	25
G 232 V12	GF (A) 12	120 x 130	17640	2	12:1	130	177	25
G 234	GF (AN) 6	128 x 140	10800	2				26
KD 10,5-3	D (AN) 3	90 x 105	2004	2	21:1	21-25	28-34	3
KD 110,5-2	D (AN) 2	90 x 105	1336	2	21:1	18	24	4
KD 1105-2	D (AN) 2	95 x 105	1490	2	21:1	22	30	9
KD 110,5-3	D (AN) 3	90 x 105	2004	2	21:1	25-26	34-36	4
KD 110,5-4	D (AN) 4	90 x 105	2670	2	21:1	35	48	4
KD 110,5-6	D (AN) 6	90 x 105	4010	2	21:1	53	72	4
KD 211-Z	D (AN) 2	85 x 110	1250	2	18:1	10-15	13-20	1
RHS 518 V12	D (AN) 12	140 x 180	33240	2	19:1	294	400	31
RHS 518 V16	D (AN) 16	140 x 180	44300	2	19:1	390	530	31
RHS 518-2	D (AN) 2	140 x 180	5540	2	19:1	46	62	31
RHS 518-3	D (AN) 3	140 x 180	8310	2	19:1	68	93	31
RHS 518-4	D (AN) 4	140 x 180	11080	2	19:1	92	125	31
RHS 518-6	D (AN) 6	140 x 180	16620	2	19:1	138	187	31
RHS 518-8	D (AN) 8	140 x 180	22160	2	19:1	195	265	31
TBD 234-6	D (LA) 6	128 x 140	10800	2	15:1	300	408	27

M



		Cyl.	 mm	cm ³		Comp. Ratio ϵ	kW	PS	Pos
TBD 234-8	D (LA)	8	128 x 140	14400	2	15:1	400	544	27
TBD 234-12	D (LA)	12	128 x 140	21600	2	15:1	600	816	27
TBD 234-16	D (LA)	16	128 x 140	28800	2	15:1	800	1087	27
TBD 616 V8	D (LA)	8	132 x 160	17500	2		480	653	29
TBD 616 V12	D (LA)	8	132 x 160	26300	2		720	979	29
TBD 616 V16	D (LA)	12	132 x 160	35000	2		960	1305	29
TBG - 234	GF (A)	8	128 x 140	14400	2	9:1			28
TBG 616 V8	G (LA)	8	132 x 160	17500	4	12:1	280	380	30
TBG 616 V12	G (LA)	12	132 x 160	26300	4	12:1	420	571	30
TBG 616 V16	G (LA)	16	132 x 160	35000	4	12:1	560	761	30
TD 226 B-3	D (A)	3	105 x 120	3117	2	15,5:1	51-84	70-114	19
TD 226 B-4	D (A)	4	105 x 120	4154	2	15,5:1	60-77	82-105	19
TD 226 B-6	D (A)	6	105 x 120	6234	2	16,4:1	81-136	110-185	20
TD 226-4	D (A)	4	105 x 120	4160	2	15,5:1	68-74	92-100	21
TD 226-6	D (A)	6	105 x 120	6234	2	15,5:1	99-125	135-170	22
TD 228-6	D (A)	6	105 x 120	6234	2	16:1	99-110	135-150	23
TRHS 518 A	D (A)	8	140 x 180	22160	2	19:1	252	342	31
TRHS 518 S	D (A)	6	140 x 180	16620	2	19:1	188	256	31
TRHS 518 V	D (A)	4	140 x 180	11080	2	19:1	126	171	31
TRHS 518 V12	D (A)	12	140 x 180	33240	2	19:1	375	510	31
TRHS 518 V16	D (A)	16	140 x 180	44300	2	19:1	504	685	31

M



1		85											
	KD 211-Z	1954→	D AN 2	1250 cm ³	2V	10-15 kW	13-20 PS	ε 18:1		110			
	2783	EX; 33 x 9 x 117 x S - Cr - 45° - 8 - III						81-2722	IN/EX; 15/16.5 x 9 x 58 G2				
	2782	IN; 37 x 9 x 117 x S - Cr - 45° - 8 - III											
2		90											
	AKD 311-2	1955→1967	D AN 2	1469 cm ³	2V	12-15 kW	16-20 PS	ε 19:1		117			
	2783	EX; 33 x 9 x 117 x S - Cr - 45° - 8 - III						81-2722	IN/EX; 15/16.5 x 9 x 58 G2				
	2782	IN; 37 x 9 x 117 x S - Cr - 45° - 8 - III											
3		90											
	KD 10,5-3	1959→1967	D AN 3	2004 cm ³	2V	21-25 kW	28-34 PS	ε 21:1		105			
	91 007 600	Cyl. Ø: 90; KH: 60; MT: -2.6; GL: 113; piston pin: 32x76; number of piston rings: 4											
		R	2,5	CR									
		M	2,5										
		NM	2,5										
		G	5										
	91 007 961	Piston: 91007600; Cylinder liner: 88318110											
	88 318 110	N - Wet cylinder liner; finished; A=104 C=113 L=200 H=8											
	78 125 600	PAIR PL STD Ø 57.970 / 62.000 / 27.100 / 1.992 St/B/G 78 125 610 0,25 / 78 125 620 0,50 / 78 125 630 0,75											
4		90											
	KD 110,5-2	1959→1965	D AN 2	1336 cm ³	2V	18 kW	24 PS	ε 21:1		105			
	KD 110,5-3	1959→1965	D AN 3	2004 cm ³	2V	25-26 kW	34-36 PS	ε 21:1		105			
	KD 110,5-4	1959→1965	D AN 4	2670 cm ³	2V	35 kW	48 PS	ε 21:1		105			
	KD 110,5-6	1963→1965	D AN 6	4010 cm ³	2V	53 kW	72 PS	ε 21:1		105			
	91 007 600	Cyl. Ø: 90; KH: 60; MT: -2.6; GL: 113; piston pin: 32x76; number of piston rings: 4											
		R	2,5	CR									
		M	2,5										
		NM	2,5										
		G	5										
	91 007 961	Piston: 91007600; Cylinder liner: 88318110											
	88 318 110	N - Wet cylinder liner; finished; A=104 C=113 L=200 H=8											
	78 125 600	PAIR PL STD Ø 57.970 / 62.000 / 27.100 / 1.992 St/B/G 78 125 610 0,25 / 78 125 620 0,50 / 78 125 630 0,75											
	78 126 600	PAIR HL STD Ø 64.970 / 71.000 / 28.100 / 2.987 St/B/G 78 126 610 0,25 / 78 126 620 0,50 / 78 126 630 0,75 / 78 126 640 1,00											
	78 127 600	PAIR PASS-L STD Ø 64.970 / 71.000 / 35.880 / 2.987 St/A 78 127 610 0,25 / 78 127 620 0,50 / 78 127 630 0,75 / 78 127 640 1,00											
	2721	EX; 35 x 9 x 117 x A/S - Cr - 45° - 22 - III						MK-9H					
	2723	IN; 38 x 9 x 117 x S - Cr - 45° - 22 - III						81-2722	IN/EX; 15/16.5 x 9 x 58 G2				
5		95											
	AKD 1105-2	1963→1965	D AN 2	1490 cm ³	2V	21 kW	29 PS	ε 21:1		105			
	88 315 110	R - Air-cooled cylinder; finished; A=105.95 C=101 L=200 H=131											
	78 125 600	PAIR PL STD Ø 57.970 / 62.000 / 27.100 / 1.992 St/B/G 78 125 610 0,25 / 78 125 620 0,50 / 78 125 630 0,75											
	78 126 600	PAIR HL STD Ø 64.970 / 71.000 / 28.100 / 2.987 St/B/G 78 126 610 0,25 / 78 126 620 0,50 / 78 126 630 0,75 / 78 126 640 1,00											
	78 127 600	PAIR PASS-L STD Ø 64.970 / 71.000 / 35.880 / 2.987 St/A 78 127 610 0,25 / 78 127 620 0,50 / 78 127 630 0,75 / 78 127 640 1,00											

M



6

95



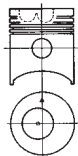
D 208-2	01.1965 → 12.1973	D AN 2	1490 cm ³	2V	23 kW	31 PS	ξ 16,7:1	105
D 208-3	01.1965 → 12.1974	D AN 3	2235 cm ³	2V	26-34 kW	35-46 PS	ξ 16,7:1	105
D 208-4	01.1965 → 12.1973	D AN 4	2976 cm ³	2V	33-40 kW	45-55 PS	ξ 16,7:1	105
D 208-6	01.1965 → 12.1973	D AN 6	4470 cm ³	2V	68 kW	93 PS	ξ 16,7:1	105
D 308-2	01.1965 → 12.1973	D AN 2	1490 cm ³	2V	23 kW	31 PS	ξ 17,2:1	105
D 308-3	01.1965 → 12.1978	D AN 3	2235 cm ³	2V	23-34 kW	32-46 PS	ξ 17,2:1	105
D 308-4	01.1965 → 12.1979	D AN 4	2980 cm ³	2V	44 kW	60 PS	ξ 17,2:1	105
D 308-6	01.1965 → 12.1973	D AN 6	4470 cm ³	2V	68 kW	93 PS	ξ 17,2:1	105



91 628 700

Cyl. Ø: 95; KH: 60; MT: -20.5; MØ: 48; GL: 113; piston pin: 32x82; number of piston rings: 4

91 628 710 95,50 / **91 628 720** 96,00



RK
ET 3 CR
M 3
N 3
DSF 5 CR
→ **80 00198 1 0 ...**



80 00198 1 0 000

Cyl. Ø: 95; Set: 1; [ET CR 3] [M 3] [N 3] [DSF CR 5]

80 00198 1 0 050 95,50



91 628 970

Piston: 91628700; Cylinder liner: 88315110, Engine D 308

91 628 971

Piston: 91628700; Cylinder liner: 88316110, Engine D 208



88 316 110

N - Wet cylinder liner; finished; A=105.95 C=114 L=200 H=8

88 315 110

R - Air-cooled cylinder; finished; A=105.95 C=101 L=200 H=131



78 125 600

PAIR PL STD Ø 57.970 / 62.000 / 27.100 / 1.992 St/B/G

78 125 610 0,25 / **78 125 620** 0,50 / **78 125 630** 0,75

78 126 600

PAIR HL STD Ø 64.970 / 71.000 / 28.100 / 2.987 St/B/G

78 126 610 0,25 / **78 126 620** 0,50 / **78 126 630** 0,75 / **78 126 640** 1,00

78 127 600

PAIR PASS-L STD Ø 64.970 / 71.000 / 35.880 / 2.987 St/A

78 127 610 0,25 / **78 127 620** 0,50 / **78 127 630** 0,75 / **78 127 640** 1,00



2721

EX; 35 x 9 x 117 x A/S - Cr - 45° - 22 - III



MK-9H

2723

IN; 38 x 9 x 117 x S - Cr - 45° - 22 - III



81-2722

IN/EX; 15/16.5 x 9 x 58 G2



7.02242.01.0

Fuel pump; mechanical

7

95



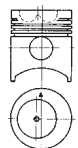
D 225-2	04.1967 → 12.1977	D AN 2	1700 cm ³	2V	13-24 kW	10-33 PS	ξ 18:1	120
D 225-3	04.1967 → 12.1979	D AN 3	2550 cm ³	2V	35-37 kW	48-50 PS	ξ 18:1	120
D 225-4	04.1967 → 12.1977	D AN 4	3402 cm ³	2V	46-50 kW	62-68 PS	ξ 18:1	120
D 925 L	04.1967 → 12.1979	D AN 3	2550 cm ³	2V	25-34 kW	34-46 PS	ξ 18:1	120



91 005 700

Cyl. Ø: 95; KH: 59.8; MT: -17.5; MØ: 57.5; GL: 112.8; piston pin: 32x82; number of piston rings: 4

91 005 710 95,50



RK
ET 3 CR
M 3
N 3
DSF 5 CR
→ **80 00198 1 0 ...**



80 00198 1 0 000

Cyl. Ø: 95; Set: 1; [ET CR 3] [M 3] [N 3] [DSF CR 5]

80 00198 1 0 050 95,50



91 005 971

Piston: 91005700; Cylinder liner: 89008110, Engine D 325



91 005 972

Piston: 91005700; Cylinder liner: 88625110, Engine D 225



88 625 110

N - Wet cylinder liner; finished; A=105.95 C=114 L=212 H=8



89 008 110

R - Air-cooled cylinder; finished; A=105.95 C=101 L=212 H=131



78 125 600

PAIR PL STD Ø 57.970 / 62.000 / 27.100 / 1.992 St/B/G

78 125 610 0,25 / **78 125 620** 0,50 / **78 125 630** 0,75

78 126 600

PAIR HL STD Ø 64.970 / 71.000 / 28.100 / 2.987 St/B/G

78 126 610 0,25 / **78 126 620** 0,50 / **78 126 630** 0,75 / **78 126 640** 1,00

78 127 600

PAIR PASS-L STD Ø 64.970 / 71.000 / 35.880 / 2.987 St/A

78 127 610 0,25 / **78 127 620** 0,50 / **78 127 630** 0,75 / **78 127 640** 1,00



2721

EX; 35 x 9 x 117 x A/S - Cr - 45° - 22 - III



MK-9H

2723

IN; 38 x 9 x 117 x S - Cr - 45° - 22 - III



81-2722

IN/EX; 15/16.5 x 9 x 58 G2



M


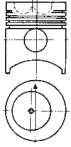


TRW
EngineComponents





MWM


8		 95	
	D 225-6	04.1967 → 12.1977	D AN 6 5100 cm ³ 2V 59-75 kW 80-102 PS ξ 18:1 \bar{H} 120
	D 325-2	04.1967 → 12.1978	D AN 2 1700 cm ³ 2V 16-24 kW 22-32 PS ξ 18:1 \bar{H} 120
	D 325-3	04.1967 → 12.1979	D AN 3 2550 cm ³ 2V 25-34 kW 34-46 PS ξ 18:1 \bar{H} 120
	D 325-4	04.1967 → 12.1974	D AN 4 3400 cm ³ 2V 51 kW 69 PS ξ 18:1 \bar{H} 120
	D 325-6	04.1967 → 12.1977	D AN 6 5100 cm ³ 2V 75 kW 102 PS ξ 18:1 \bar{H} 120

	91 005 700	Cyl. \varnothing : 95; KH: 59.8; MT: -17.5; M \varnothing : 57.5; GL: 112.8; piston pin: 32x82; number of piston rings: 4	
	91 005 710 95,50	RK ET 3 CR M 3 N 3 DSF 5 CR → 80 00198 1 0 ...	

	80 00198 1 0 000	Cyl. \varnothing : 95; Set: 1; [ET CR 3] [M 3] [N 3] [DSF CR 5] 80 00198 1 0 050 95,50	
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	91 005 971	Piston: 91005700; Cylinder liner: 89008110, Engine D 325	
	91 005 972	Piston: 91005700; Cylinder liner: 88625110, Engine D 225	


	88 625 110	N - Wet cylinder liner; finished; A=105.95 C=114 L=212 H=8	
	89 008 110	R - Air-cooled cylinder; finished; A=105.95 C=101 L=212 H=131	

	78 125 600	PAIR PL STD \varnothing 57.970 / 62.000 / 27.100 / 1.992 St/B/G 78 125 610 0,25 / 78 125 620 0,50 / 78 125 630 0,75	
	78 126 600	PAIR HL STD \varnothing 64.970 / 71.000 / 28.100 / 2.987 St/B/G 78 126 610 0,25 / 78 126 620 0,50 / 78 126 630 0,75 / 78 126 640 1,00	
	78 127 600	PAIR PASS-L STD \varnothing 64.970 / 71.000 / 35.880 / 2.987 St/A 78 127 610 0,25 / 78 127 620 0,50 / 78 127 630 0,75 / 78 127 640 1,00	



	2721	EX; 35 x 9 x 117 x A/S - Cr - 45° - 22 - III	 MK-9H
	2723	IN; 38 x 9 x 117 x S - Cr - 45° - 22 - III	 81-2722 IN/EX; 15/16.5 x 9 x 58 G2


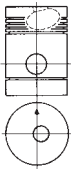
	7.02242.01.0	Fuel pump; mechanical	
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M		9		 95	
	KD 1105-2	1963 → 1965	D AN 2 1490 cm ³ 2V 22 kW 30 PS ξ 21:1 \bar{H} 105		


	78 125 600	PAIR PL STD \varnothing 57.970 / 62.000 / 27.100 / 1.992 St/B/G 78 125 610 0,25 / 78 125 620 0,50 / 78 125 630 0,75	
	78 126 600	PAIR HL STD \varnothing 64.970 / 71.000 / 28.100 / 2.987 St/B/G 78 126 610 0,25 / 78 126 620 0,50 / 78 126 630 0,75 / 78 126 640 1,00	
	78 127 600	PAIR PASS-L STD \varnothing 64.970 / 71.000 / 35.880 / 2.987 St/A 78 127 610 0,25 / 78 127 620 0,50 / 78 127 630 0,75 / 78 127 640 1,00	

	2721	EX; 35 x 9 x 117 x A/S - Cr - 45° - 22 - III	 MK-9H
	2723	IN; 38 x 9 x 117 x S - Cr - 45° - 22 - III	 81-2722 IN/EX; 15/16.5 x 9 x 58 G2

10		 98	
	AKD 12/112-1	1954 → 1965	D AN 1 905 cm ³ 2V 8-9 kW 11-12 PS ξ 19,5:1 \bar{H} 120
	AKD 12/112-2	1954 → 1967	D AN 2 1810 cm ³ 2V 16-18 kW 22-24 PS ξ 19,5:1 \bar{H} 120
	AKD 12/112-3	1954 → 1965	D AN 3 2715 cm ³ 2V 24 kW 33 PS ξ 19,5:1 \bar{H} 120
	AKD 12/112-4	1954 → 1965	D AN 4 3600 cm ³ 2V 32 kW 44 PS ξ 19,5:1 \bar{H} 120

	90 974 600	Cyl. \varnothing : 98; KH: 90; MT: -34.8; M \varnothing : 24; GL: 140; piston pin: 35x80; number of piston rings: 5	
	90 974 620 99,00	URK R 3 R 3 R 3 S 5 S 5	

	90 974 961	Piston: 90974600; Cylinder liner: 88308110	
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	88 308 110	R - Air-cooled cylinder; finished; A=109.9 C=104.74 L=254.7 H+F=154.5+6, AKD 12/112-1 : 1956 → 1965	
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	2787	EX; 37 x 10 x 129 x S - Cr - 45° - 8 - III	 81-2706 IN/EX; 15/18 x 10 x 66 G2
	2786	IN; 41 x 10 x 129 x S - Cr - 45° - 8 - III	



11

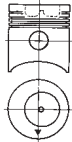
100



D 227-2	1970 → 1977	D AN 2	1885 cm ³	2V	25-27 kW	34-37 PS	ξ 18:1	120
D 227-3	1970 → 1977	D AN 3	2827 cm ³	2V	43-45 kW	59-61 PS	ξ 18:1	120
D 227-4	1970 → 1984	D AN 4	3768 cm ³	2V	46-61 kW	63-83 PS		120



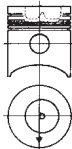
91 753 600



Cyl. Ø: 100; KH: 59.8; MT: -18.9; MØ: 56; GL: 112.8; piston pin: 32x82; number of piston rings: 4

RK
T15 3 CR G6
M 2
N 2
DSF 4 CR
→ **80 00342 1 0 ...**

93 063 600



Cyl. Ø: 100; KH: 60.4; MT: -19.1; MØ: 56; GL: 113.4; piston pin: 35x82; number of piston rings: 4

RK
T15 3 CR G6
M 2
N 2
DSF 4 CR
→ **80 00342 1 0 ...**

for Renault Tractor, combustion bowl Ø 56,00 mm
93 063 only to be used with cylinder head gasket 1,40 mm.
(MWM no. 6.227.0.854.104.4)



80 00342 1 0 000

Cyl. Ø: 100; Set: 1; [T15 G6 CR 3] [M 2] [N 2] [DSF CR 4]



91 753 960

Piston: 91753600; Cylinder liner: 88839110, Engine D 327

91 753 961

Piston: 91753600; Cylinder liner: 88850110, Engine D 227

93 063 960

Piston: 93063600; Cylinder liner: 88839110, Engine D 327

93 063 961

Piston: 93063600; Cylinder liner: 88850110, Engine D 227



88 850 110

N - Wet cylinder liner; finished; A=112.95 C=119 L=213 H+F=8+0.5

88 839 110

R - Air-cooled cylinder; finished; A=110.95 C=106 L=212 H=131, **D 227-2**: 1970→1977



78 125 600

PAIR PL STD Ø 57.970 / 62.000 / 27.100 / 1.992 St/B/G

78 125 610 0,25 / 78 125 620 0,50 / 78 125 630 0,75

78 126 600

PAIR HL STD Ø 64.970 / 71.000 / 28.100 / 2.987 St/B/G

78 126 610 0,25 / 78 126 620 0,50 / 78 126 630 0,75 / 78 126 640 1,00

78 127 600

PAIR PASS-L STD Ø 64.970 / 71.000 / 35.880 / 2.987 St/A

78 127 610 0,25 / 78 127 620 0,50 / 78 127 630 0,75 / 78 127 640 1,00



2757

EX; 38 x 9 x 117 x A/S - Cr - 45° - 22 - III



MK-9H

2726

IN; 41 x 9 x 117 x S - Cr - 45° - 22 - III



81-2722

IN/EX; 15/16.5 x 9 x 58 G2

12

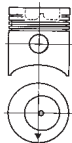
100



D 227-6	1970 → 1977	D AN 6	5654 cm ³	2V	63-91 kW	86-124 PS		120
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91 753 600



Cyl. Ø: 100; KH: 59.8; MT: -18.9; MØ: 56; GL: 112.8; piston pin: 32x82; number of piston rings: 4

RK
T15 3 CR G6
M 2
N 2
DSF 4 CR
→ **80 00342 1 0 ...**



80 00342 1 0 000

Cyl. Ø: 100; Set: 1; [T15 G6 CR 3] [M 2] [N 2] [DSF CR 4]



91 753 960

Piston: 91753600; Cylinder liner: 88839110, Engine D 327



91 753 961

Piston: 91753600; Cylinder liner: 88850110, Engine D 227



88 850 110

N - Wet cylinder liner; finished; A=112.95 C=119 L=213 H+F=8+0.5



88 839 110

R - Air-cooled cylinder; finished; A=110.95 C=106 L=212 H=131



78 125 600

PAIR PL STD Ø 57.970 / 62.000 / 27.100 / 1.992 St/B/G

78 125 610 0,25 / 78 125 620 0,50 / 78 125 630 0,75

78 126 600

PAIR HL STD Ø 64.970 / 71.000 / 28.100 / 2.987 St/B/G

78 126 610 0,25 / 78 126 620 0,50 / 78 126 630 0,75 / 78 126 640 1,00

78 127 600

PAIR PASS-L STD Ø 64.970 / 71.000 / 35.880 / 2.987 St/A

78 127 610 0,25 / 78 127 620 0,50 / 78 127 630 0,75 / 78 127 640 1,00



2757

EX; 38 x 9 x 117 x A/S - Cr - 45° - 22 - III



MK-9H

2726

IN; 41 x 9 x 117 x S - Cr - 45° - 22 - III



81-2722

IN/EX; 15/16.5 x 9 x 58 G2

M

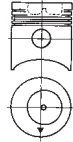


13

 **100**



D 327-2	10.1972 → 12.1979	D	AN 2	1885 cm ³	2V	24-27 kW	32-37 PS		120
D 327-3	10.1972 → 03.1981	D	AN 3	2827 cm ³	2V	31-48 kW	42-55 PS		120
D 327-4	10.1972 → 1977	D	AN 4	3768 cm ³	2V	47-55 kW	64-74 PS		120



91 753 600 Cyl. Ø: 100; KH: 59.8; MT: -18.9; MØ: 56; GL: 112.8; piston pin: 32x82; number of piston rings: 4
 RK
 T15 3 CR G6
 M 2
 N 2
 DSF 4 CR
 → **80 00342 1 0 ...**



80 00342 1 0 000 Cyl. Ø: 100; Set: 1; [T15 G6 CR 3] [M 2] [N 2] [DSF CR 4]



91 753 960 Piston: 91753600; Cylinder liner: 88839110, Engine D 327

91 753 961 Piston: 91753600; Cylinder liner: 88850110, Engine D 227



88 850 110 N - Wet cylinder liner; finished; A=112.95 C=119 L=213 H+F=8+0.5, →1977



88 839 110 R - Air-cooled cylinder; finished; A=110.95 C=106 L=212 H=131



78 125 600 PAIR PL STD Ø 57.970 / 62.000 / 27.100 / 1.992 St/B/G

78 125 610 0,25 / 78 125 620 0,50 / 78 125 630 0,75

78 126 600 PAIR HL STD Ø 64.970 / 71.000 / 28.100 / 2.987 St/B/G

78 126 610 0,25 / 78 126 620 0,50 / 78 126 630 0,75 / 78 126 640 1,00

78 127 600 PAIR PASS-L STD Ø 64.970 / 71.000 / 35.880 / 2.987 St/A

78 127 610 0,25 / 78 127 620 0,50 / 78 127 630 0,75 / 78 127 640 1,00



2757 EX; 38 x 9 x 117 x A/S - Cr - 45° - 22 - III



MK-9H

2726 IN; 41 x 9 x 117 x S - Cr - 45° - 22 - III




81-2722

IN/EX; 15/16.5 x 9 x 58 G2



7.02242.01.0 Fuel pump; mechanical

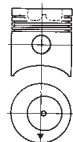
14

 **100**

M

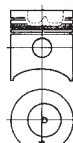


D 327-6	10.1972 → 12.1979	D	AN 6	5654 cm ³	2V	70-82 kW	95-112 PS		120
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91 753 600 Cyl. Ø: 100; KH: 59.8; MT: -18.9; MØ: 56; GL: 112.8; piston pin: 32x82; number of piston rings: 4
 RK
 T15 3 CR G6
 M 2
 N 2
 DSF 4 CR
 → **80 00342 1 0 ...**

93 063 600 Cyl. Ø: 100; KH: 60.4; MT: -19.1; MØ: 56; GL: 113.4; piston pin: 35x82; number of piston rings: 4



RK
 T15 3 CR G6
 M 2
 N 2
 DSF 4 CR
 → **80 00342 1 0 ...**
 for Renault Tractor, combustion bowl Ø 56,00 mm
 93 063 only to be used with cylinder head gasket 1,40 mm.
 (MWM no. 6.227.0.854.104.4)



80 00342 1 0 000 Cyl. Ø: 100; Set: 1; [T15 G6 CR 3] [M 2] [N 2] [DSF CR 4]



91 753 960 Piston: 91753600; Cylinder liner: 88839110, Engine D 327

91 753 961 Piston: 91753600; Cylinder liner: 88850110, Engine D 227



93 063 960 Piston: 93063600; Cylinder liner: 88839110, Engine D 327



88 850 110 N - Wet cylinder liner; finished; A=112.95 C=119 L=213 H+F=8+0.5, →1977



88 839 110 R - Air-cooled cylinder; finished; A=110.95 C=106 L=212 H=131



78 125 600 PAIR PL STD Ø 57.970 / 62.000 / 27.100 / 1.992 St/B/G

78 125 610 0,25 / 78 125 620 0,50 / 78 125 630 0,75

78 126 600 PAIR HL STD Ø 64.970 / 71.000 / 28.100 / 2.987 St/B/G

78 126 610 0,25 / 78 126 620 0,50 / 78 126 630 0,75 / 78 126 640 1,00

78 127 600 PAIR PASS-L STD Ø 64.970 / 71.000 / 35.880 / 2.987 St/A

78 127 610 0,25 / 78 127 620 0,50 / 78 127 630 0,75 / 78 127 640 1,00



2757 EX; 38 x 9 x 117 x A/S - Cr - 45° - 22 - III



MK-9H

2726 IN; 41 x 9 x 117 x S - Cr - 45° - 22 - III



81-2722

IN/EX; 15/16.5 x 9 x 58 G2

cont..



7.02242.01.0

Fuel pump; mechanical

15

105



D 226 B-2

1986 →

D AN 2

2080 cm³

2V 32 kW

43 PS

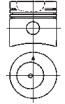
ε 16,5:1

120



90 031 600

Cyl. Ø: 105; KH: 66.4; MT: -22.3; MØ: 57.5; GL: 102.4; piston pin: 35x82; number of piston rings: 3



T15 3 CR G6

M 2

DSF 4 CR

→ 80 00340 1 0 ...



80 00340 1 0 000

Cyl. Ø: 105; Set: 1; [T15 G6 CR 3] [M 2] [DSF CR 4]



90 031 960

Piston: 90031600; Cylinder liner: 89335110



90 031 961

Piston: 90031600; Cylinder liner: 89596110



89 335 110

N - Wet cylinder liner; finished; A=115 C=123 L=213 H+F=8.05+1

89 596 110

N - Wet cylinder liner; finished; A=115 C=123 L=213 H+F=8.25+1

89 858 110

N - Wet cylinder liner; finished; A=115 C=123 L=213 H+F=8.55+1



78 588 600

PAIR PL STD Ø 62.970 / 67.000 / 27.100 / 2.000 St/B/G

78 588 610 0,25 / 78 588 620 0,50

78 589 600

PAIR HL STD Ø 69.970 / 75.000 / 28.100 / 2.490 St/B/G

78 589 610 0,25 / 78 589 620 0,50 / 78 589 630 0,75

78 590 800

PAIR AS STD Ø 79.000 / 95.200 // 3.470 St/A



2745

EX; 43 x 9 x 117 x A/S - Cr - 45° - 22 - III



MK-9H

27139

IN; 47 x 9 x 117 x S - Cr - 45° - 22 - III



81-2729

EX; 15/ x 9 x 51.5 G2

81-2728

IN; 15/ x 9 x 58 G2



7.02242.01.0

Fuel pump; mechanical

16

105



D 226 B-3

1986 →

D AN 3

3120 cm³

2V 33-55 kW

45-75 PS

120

D 226 B-3

1986 →

D AN 3

3120 cm³

2V 33-55 kW

45-75 PS

120

D 226 B-3

1986 →

D AN 3

3120 cm³

2V 33-55 kW

45-75 PS

120

D 226 B-4

1986 → 1993

D AN 4

4154 cm³

2V 51-74 kW

70-100 PS

120

D 226 B-6

1986 → 1999

D AN 6

6234 cm³

2V 77-105 kW

88-120 PS

120

D 226 B-6

1986 → 1999

D AN 6

6234 cm³

2V 77-105 kW

88-120 PS

120

D 226 B-6

1986 → 1999

D AN 6

6234 cm³

2V 77-105 kW

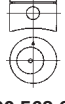
88-120 PS

120



90 031 600

Cyl. Ø: 105; KH: 66.4; MT: -22.3; MØ: 57.5; GL: 102.4; piston pin: 35x82; number of piston rings: 3



T15 3 CR G6

M 2

DSF 4 CR

→ 80 00340 1 0 ...



90 563 600

Cyl. Ø: 105; KH: 66.4; MT: -20.8; MØ: 57.5; GL: 102.4; piston pin: 35x82; number of piston rings: 3



T15 3 CR G6

M 2

DSF 4 CR

→ 80 00340 1 0 ...

Fendt Tractor



80 00340 1 0 000

Cyl. Ø: 105; Set: 1; [T15 G6 CR 3] [M 2] [DSF CR 4]



90 031 960

Piston: 90031600; Cylinder liner: 89335110



90 031 961

Piston: 90031600; Cylinder liner: 89596110



90 563 960

Piston: 90563600; Cylinder liner: 89335110



90 563 961

Piston: 90563600; Cylinder liner: 89596110



89 335 110

N - Wet cylinder liner; finished; A=115 C=123 L=213 H+F=8.05+1

89 596 110

N - Wet cylinder liner; finished; A=115 C=123 L=213 H+F=8.25+1

89 858 110

N - Wet cylinder liner; finished; A=115 C=123 L=213 H+F=8.55+1



78 588 600

PAIR PL STD Ø 62.970 / 67.000 / 27.100 / 2.000 St/B/G

78 588 610 0,25 / 78 588 620 0,50

78 589 600

PAIR HL STD Ø 69.970 / 75.000 / 28.100 / 2.490 St/B/G

78 589 610 0,25 / 78 589 620 0,50 / 78 589 630 0,75

78 590 800

PAIR AS STD Ø 79.000 / 95.200 // 3.470 St/A

cont...

M









TRW
EngineComponents


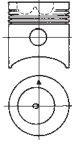
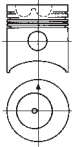
PIERBURG







MWM





	2745	EX; 43 x 9 x 117 x A/S - Cr - 45° - 22 - III		MK-9H
	27139	IN; 47 x 9 x 117 x S - Cr - 45° - 22 - III		81-2729 EX; 15/ x 9 x 51.5 G2 81-2728 IN; 15/ x 9 x 58 G2
	7.02242.01.0	Fuel pump; mechanical		

17		105								
		D 226-2	01.1972 →	D AN 2	2080 cm ³	2V	27-30 kW	37-40 PS	£ 18:1	H 120
		D 226-3	01.1972 → 05.1982	D AN 3	3117 cm ³	2V	35-44 kW	48-60 PS	£ 18:1	H 120
		D 226-4	01.1972 → 1990	D AN 4	4154 cm ³	2V	44-64 kW	60-87 PS	£ 18:1	H 120
		D 226-6	01.1972 → 1993	D AN 6	6234 cm ³	2V	74-96 kW	101-131 PS	£ 18:1	H 120

	91 557 700	Cyl. Ø: 105; KH: 59.8; MT: -19.8; MØ: 62; GL: 112.8; piston pin: 32x82; number of piston rings: 4 RK T15 3 CR G6 M 2 N 2 DSF 4 CR → 80 00199 1 0 ... → 1977
	93 061 600	Cyl. Ø: 105; KH: 60.4; MT: -20.25; MØ: 62; GL: 113.4; piston pin: 35x82; number of piston rings: 4 RK T15 3 CR G6 M 2 N 2 DSF 4 CR → 80 00199 1 0 ... 93 061 only to be used with cylinder head gasket 1,40 mm., 1977→
	93 069 600	Cyl. Ø: 105; KH: 60.4; MT: -20.25; MØ: 62; GL: 102.4; piston pin: 35x82; number of piston rings: 3 RTK T15 3 CR G6 M 2 DSF 4 CR → 80 00340 1 0 ... 93 069 only to be used with cylinder head gasket 1,40 mm., 1977→

M

	80 00199 1 0 000	Cyl. Ø: 105; Set: 1; [T15 G6 CR 3] [M 2] [N 2] [DSF CR 4]
	80 00340 1 0 000	Cyl. Ø: 105; Set: 1; [T15 G6 CR 3] [M 2] [DSF CR 4], 1977→
	91 557 970	Piston: 91557700; Cylinder liner: 88635190, →1977
	91 557 971	Piston: 91557700; Cylinder liner: 89197110, →1977
	93 061 960	Piston: 93061600; Cylinder liner: 88635190, 1977→
	93 061 961	Piston: 93061600; Cylinder liner: 89197110, 1977→
	93 069 960	Piston: 93069600; Cylinder liner: 88635190, 1977→
	93 069 961	Piston: 93069600; Cylinder liner: 89197110, 1977→
	89 197 110	T - Dry cylinder liner; finished; A=108 C=111.8 L=214 H=6
	88 635 190	T - Dry cylinder liner; semi; A=108 C=111.8 L=214 H=6
	78 125 600	PAIR PL STD Ø 57.970 / 62.000 / 27.100 / 1.992 St/B/G 78 125 610 0,25 / 78 125 620 0,50 / 78 125 630 0,75
	78 126 600	PAIR HL STD Ø 64.970 / 71.000 / 28.100 / 2.987 St/B/G 78 126 610 0,25 / 78 126 620 0,50 / 78 126 630 0,75 / 78 126 640 1,00
	78 127 600	PAIR PASS-L STD Ø 64.970 / 71.000 / 35.880 / 2.987 St/A 78 127 610 0,25 / 78 127 620 0,50 / 78 127 630 0,75 / 78 127 640 1,00

	2757	EX; 38 x 9 x 117 x A/S - Cr - 45° - 22 - III		MK-9H
	2726	IN; 41 x 9 x 117 x S - Cr - 45° - 22 - III		81-2722 IN/EX; 15/16.5 x 9 x 58 G2
	7.02242.01.0	Fuel pump; mechanical		



18		105	
	D 916-2	1974→1977	D AN 2 2080 cm ³ 2V 24 kW 33 PS ⌀22:1 120
	D 916-3	1974→1977	D AN 3 3120 cm ³ 2V 36 kW 49 PS ⌀22:1 120
	D 916-4	1974→1977	D AN 4 4160 cm ³ 2V 48 kW 66 PS ⌀22:1 120
	D 916-6	1974→1977	D AN 6 6234 cm ³ 2V 74 kW 100 PS ⌀22:1 120

	93 062 600	Cyl. Ø: 105; KH: 60.4; MT: -4.5; GL: 113.4; piston pin: 35x82; number of piston rings: 4	
		RK	
		T15 3 CR G6	
		M 2	
		N 2	
		DSF 4 CR	
		→ 80 00199 1 0 ...	
		93 062 only to be used with cylinder head gasket 1,40 mm	

	80 00199 1 0 000	Cyl. Ø: 105; Set: 1; [T15 G6 CR 3] [M 2] [N 2] [DSF CR 4]	
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	93 062 960	Piston: 93062600; Cylinder liner: 88635190, D 916-4 : 1977→	
	93 062 961	Piston: 93062600; Cylinder liner: 89197110	

	89 197 110	T - Dry cylinder liner; finished; A=108 C=111.8 L=214 H=6	
	88 635 190	T - Dry cylinder liner; semi; A=108 C=111.8 L=214 H=6	

	78 125 600	PAIR PL STD Ø 57.970 / 62.000 / 27.100 / 1.992 St/B/G 78 125 610 0,25 / 78 125 620 0,50 / 78 125 630 0,75	
	78 126 600	PAIR HL STD Ø 64.970 / 71.000 / 28.100 / 2.987 St/B/G 78 126 610 0,25 / 78 126 620 0,50 / 78 126 630 0,75 / 78 126 640 1,00	
	78 127 600	PAIR PASS-L STD Ø 64.970 / 71.000 / 35.880 / 2.987 St/A 78 127 610 0,25 / 78 127 620 0,50 / 78 127 630 0,75 / 78 127 640 1,00	

19		105	
	TD 226 B-3	1985→1998	D A 3 3117 cm ³ 2V 51-84 kW 70-114 PS ⌀15,5:1 120
	TD 226 B-4	08.1987→2001	D A 4 4154 cm ³ 2V 60-77 kW 82-105 PS ⌀15,5:1 120

	90 093 600	Cyl. Ø: 105; KH: 66.4; MT: -21.7; MØ: 60; GL: 102.4; piston pin: 35x88; number of piston rings: 3	
		RTK	
		T15 3 CR G6	
		M 2	
		DSF 4 CR	
		→ 80 00294 1 0 ...	
		exchangeable only in sets, TD 226 B-3 : 1986→	

	80 00294 1 0 000	Cyl. Ø: 105; Set: 1; [T15 G6 CR 3] [M 2] [DSF CR 4]	
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	90 093 960	Piston: 90093600; Cylinder liner: 89335110, TD 226 B-3 : 1986→	
	90 093 961	Piston: 90093600; Cylinder liner: 89596110, TD 226 B-3 : 1986→	

	89 335 110	N - Wet cylinder liner; finished; A=115 C=123 L=213 H+F=8.05+1	
	89 596 110	N - Wet cylinder liner; finished; A=115 C=123 L=213 H+F=8.25+1	
	89 858 110	N - Wet cylinder liner; finished; A=115 C=123 L=213 H+F=8.55+1	

	78 588 600	PAIR PL STD Ø 62.970 / 67.000 / 27.100 / 2.000 St/B/G 78 588 610 0,25 / 78 588 620 0,50	
	78 589 600	PAIR HL STD Ø 69.970 / 75.000 / 28.100 / 2.490 St/B/G 78 589 610 0,25 / 78 589 620 0,50 / 78 589 630 0,75	
	78 590 800	PAIR AS STD Ø 79.000 / 95.200 // 3.470 St/A	

	27104	EX; 43 x 9 x 117 x A/S - Cr - 45° - 22 - III		MK-9H
	27119	IN; 47 x 9 x 117 x A/S - Cr - 30° - 22 - III		81-2729 EX; 15/ x 9 x 51.5 G2
				81-2728 IN; 15/ x 9 x 58 G2

20		105	
	TD 226 B-6	1971→2001	D A 6 6234 cm ³ 2V 81-136 kW 110-185 PS ⌀16,4:1 120

	90 093 600	Cyl. Ø: 105; KH: 66.4; MT: -21.7; MØ: 60; GL: 102.4; piston pin: 35x88; number of piston rings: 3	
		RTK	
		T15 3 CR G6	
		M 2	
		DSF 4 CR	
		→ 80 00294 1 0 ...	
		exchangeable only in sets, 1986→	

	80 00294 1 0 000	Cyl. Ø: 105; Set: 1; [T15 G6 CR 3] [M 2] [DSF CR 4]	
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	90 093 960	Piston: 90093600; Cylinder liner: 89335110, 1986→	
	90 093 961	Piston: 90093600; Cylinder liner: 89596110, 1986→	

cont...

M



	89 335 110	N - Wet cylinder liner; finished; A=115 C=123 L=213 H+F=8.05+1	
	89 596 110	N - Wet cylinder liner; finished; A=115 C=123 L=213 H+F=8.25+1	
	89 858 110	N - Wet cylinder liner; finished; A=115 C=123 L=213 H+F=8.55+1	
	78 588 600	PAIR PL STD Ø 62.970 / 67.000 / 27.100 / 2.000 St/B/G 78 588 610 0,25 / 78 588 620 0,50	
	78 589 600	PAIR HL STD Ø 69.970 / 75.000 / 28.100 / 2.490 St/B/G 78 589 610 0,25 / 78 589 620 0,50 / 78 589 630 0,75	
	78 590 800	PAIR AS STD Ø 79.000 / 95.200 // 3.470 St/A	
	27104	EX; 43 x 9 x 117 x A/S - Cr - 45° - 22 - III	MK-9H
	27119	IN; 47 x 9 x 117 x A/S - Cr - 30° - 22 - III	81-2729 EX; 15/ x 9 x 51.5 G2 81-2728 IN; 15/ x 9 x 58 G2
	7.02242.01.0	Fuel pump; mechanical	

21 **105**
TD 226-4 1980 → 1990 D A 4 4160 cm³ 2V 68-74 kW 92-100 PS £ 15,5:1 120

	93 045 600	Cyl. Ø: 105; KH: 60.4; MT: -20.4; MØ: 60; GL: 102.4; piston pin: 35x82; number of piston rings: 3 RTK T15 3 CR G6 M 2 DSF 4 CR → 80 00340 1 0 ... 1971→	
	93 355 600	Cyl. Ø: 105; KH: 60.4; MT: -20.4; MØ: 60; GL: 102.4; piston pin: 35x88; number of piston rings: 3 FBo, RTK T15 3 CR G6 M 2 DSF 4 CR → 80 00340 1 0 ... 1984→	

	80 00340 1 0 000	Cyl. Ø: 105; Set: 1; [T15 G6 CR 3] [M 2] [DSF CR 4]	
	93 045 960	Piston: 93045600; Cylinder liner: 88635190, 1971→	
	93 045 961	Piston: 93045600; Cylinder liner: 89197110, 1971→	
	93 355 960	Piston: 93355600; Cylinder liner: 88635190, 1984→	
	93 355 961	Piston: 93355600; Cylinder liner: 89197110	

	89 197 110	T - Dry cylinder liner; finished; A=108 C=111.8 L=214 H=6	
	88 635 190	T - Dry cylinder liner; semi; A=108 C=111.8 L=214 H=6	
	78 588 600	PAIR PL STD Ø 62.970 / 67.000 / 27.100 / 2.000 St/B/G 78 588 610 0,25 / 78 588 620 0,50	
	78 589 600	PAIR HL STD Ø 69.970 / 75.000 / 28.100 / 2.490 St/B/G 78 589 610 0,25 / 78 589 620 0,50 / 78 589 630 0,75	
	78 590 800	PAIR AS STD Ø 79.000 / 95.200 // 3.470 St/A	
	2757	EX; 38 x 9 x 117 x A/S - Cr - 45° - 22 - III	MK-9H
	2734	IN; 42 x 9 x 117.2 x S - Cr - 30° - 22 - III	81-2722 IN/EX; 15/16.5 x 9 x 58 G2

22 **105**
TD 226-6 10.1972 → 11.1987 D A 6 6234 cm³ 2V 99-125 kW 135-170 PS £ 15,5:1 120

	93 045 600	Cyl. Ø: 105; KH: 60.4; MT: -20.4; MØ: 60; GL: 102.4; piston pin: 35x82; number of piston rings: 3 RTK T15 3 CR G6 M 2 DSF 4 CR → 80 00340 1 0 ... 1971→	
	93 355 600	Cyl. Ø: 105; KH: 60.4; MT: -20.4; MØ: 60; GL: 102.4; piston pin: 35x88; number of piston rings: 3 FBo, RTK T15 3 CR G6 M 2 DSF 4 CR → 80 00340 1 0 ... 1984→	

	80 00340 1 0 000	Cyl. Ø: 105; Set: 1; [T15 G6 CR 3] [M 2] [DSF CR 4]	
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	93 045 960	Piston: 93045600; Cylinder liner: 88635190, 1971→	
	93 045 961	Piston: 93045600; Cylinder liner: 89197110	
	93 355 960	Piston: 93355600; Cylinder liner: 88635190, 1984→	
	93 355 961	Piston: 93355600; Cylinder liner: 89197110	
	89 197 110	T - Dry cylinder liner; finished; A=108 C=111.8 L=214 H=6	
	88 635 190	T - Dry cylinder liner; semi; A=108 C=111.8 L=214 H=6	
	78 588 600	PAIR PL STD Ø 62.970 / 67.000 / 27.100 / 2.000 St/B/G 78 588 610 0,25 / 78 588 620 0,50	
	78 589 600	PAIR HL STD Ø 69.970 / 75.000 / 28.100 / 2.490 St/B/G 78 589 610 0,25 / 78 589 620 0,50 / 78 589 630 0,75	
	78 590 800	PAIR AS STD Ø 79.000 / 95.200 // 3.470 St/A	
	2757	EX; 38 x 9 x 117 x A/S - Cr - 45° - 22 - III	MK-9H
	2734	IN; 42 x 9 x 117.2 x S - Cr - 30° - 22 - III	81-2722 IN/EX; 15/16.5 x 9 x 58 G2
	7.02242.01.0	Fuel pump; mechanical	

23		105										
	TD 228-6	01.1976 →	D	A	6	6234 cm ³	2V	99-110 kW	135-150 PS	ε 16:1	120	
	78 588 600	PAIR PL STD Ø 62.970 / 67.000 / 27.100 / 2.000 St/B/G 78 588 610 0,25 / 78 588 620 0,50										
	78 589 600	PAIR HL STD Ø 69.970 / 75.000 / 28.100 / 2.490 St/B/G 78 589 610 0,25 / 78 589 620 0,50 / 78 589 630 0,75										
	78 590 800	PAIR AS STD Ø 79.000 / 95.200 // 3.470 St/A										
	2757	EX; 38 x 9 x 117 x A/S - Cr - 45° - 22 - III										MK-9H
	2734	IN; 42 x 9 x 117.2 x S - Cr - 30° - 22 - III										81-2722 IN/EX; 15/16.5 x 9 x 58 G2

24		120									
	D 232 V6	06.1966 → 12.1979	D	AN	6	8820 cm ³	2V	112 kW	152 PS	ε 16,5:1	130
	D 232 V8	06.1966 → 12.1979	D	AN	8	11760 cm ³	2V	148 kW	202 PS	ε 16,5:1	130
	D 232 V12	06.1966 → 12.1979	D	AN	12	17640 cm ³	2V	223 kW	304 PS	ε 16,5:1	130
	80 00396 1 0 000	Cyl. Ø: 120; Set: 1; [ET G6 CR 3] [R IF 3] [IN 3] [GSF 5]									
	81-2724	IN/EX; 17/ x 11 x 74 G2									

25		120									
	G 232 V6	1966 → 1985	GF	A	6	8820 cm ³	2V	77 kW	105 PS	ε 12:1	130
	G 232 V12	1966 → 1985	GF	A	12	17640 cm ³	2V	130 kW	177 PS	ε 12:1	130
	80 00396 1 0 000	Cyl. Ø: 120; Set: 1; [ET G6 CR 3] [R IF 3] [IN 3] [GSF 5]									

26		128									
	G 234		GF	AN	6	10800 cm ³	2V				140
	93 886 600	Cyl. Ø: 128; KH: 94.8; MT: -27.8; MØ: 85; GL: 140; piston pin: 50x108; number of piston rings: 3 KKK, RTK T15 3,5 CR G6 M 3 DSF 4 CR → 80 00325 1 0 ...									
	80 00325 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 4]									
	93 886 960	Piston: 93886600; Cylinder liner: 89179110									
	89 179 110	N - Wet cylinder liner; finished; A=144 C=156 L=265.2 H+F=8+1.3									

M



27		128								
		TBD 234-6	03.1983→	D LA 6	10800 cm ³	2V	300 kW	408 PS	£ 15:1	140
		TBD 234-8	05.1987→	D LA 8	14400 cm ³	2V	400 kW	544 PS	£ 15:1	140
		TBD 234-12	05.1987→	D LA 12	21600 cm ³	2V	600 kW	816 PS	£ 15:1	140
		TBD 234-16	04.1987→	D LA 16	28800 cm ³	2V	800 kW	1087 PS	£ 15:1	140

	93 769 600	Cyl. Ø: 128; KH: 94.8; VT1: -2.65; MT: -29.6; MØ: 66.9; GL: 140; piston pin: 50x108; number of piston rings: 3 KKK, RTK T15 3,5 CR G6 M 3 DSF 4 CR → 80 00356 1 0 ... TBD 234-6: 1985→
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	80 00356 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 4], TBD 234-6: 1985→
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	93 769 960	Piston: 93769600; Cylinder liner: 89179110, TBD 234-6: 1985→
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	89 179 110	N - Wet cylinder liner; finished; A=144 C=156 L=265.2 H+F=8+1.3
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	27301	EX; 43 x 9 x 152.7 x RA/S - Cr - 30° - 22 - III	KK-10H MK-9H 81-2725 IN/EX; 17/ x 10 x 71 G2 81-2726 IN/EX; 17/ x 10 x 71 G2, Valve guide with internal groove for O-ring
	27304	EX; 53 x 10 x 161.9 x RA/S - Cr - 45° - 1 - III	
	27300	IN; 47 x 9 x 152.7 x A/S - Cr - 30° - 22 - III	
	2742	IN; 58 x 10 x 162.9 x A/S - Cr - 30° - 1 - III	

28		128								
		TBG - 234		GF A 8	14400 cm ³	2V			£ 9:1	140

	90 256 600	Cyl. Ø: 128; KH: 94.8; MT: -32; MØ: 114; GL: 140; piston pin: 50x108; number of piston rings: 3 KKK, RTK T15 3,5 CR G6 M 3 DSF 4 CR → 80 00325 1 0 ...
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	80 00325 1 0 000	Cyl. Ø: 128; Set: 1; [T15 G6 CR 3.5] [M 3] [DSF CR 4]
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	90 256 960	Piston: 90256600; Cylinder liner: 89179110
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	89 179 110	N - Wet cylinder liner; finished; A=144 C=156 L=265.2 H+F=8+1.3
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29		132								
		TBD 616 V8		D LA 8	17500 cm ³	2V	480 kW	653 PS		160
		TBD 616 V12		D LA 8	26300 cm ³	2V	720 kW	979 PS		160
		TBD 616 V16		D LA 12	35000 cm ³	2V	960 kW	1305 PS		160

	94 809 600	Cyl. Ø: 132; KH: 94.8; MT: -20.29; MØ: 95; GL: 139.8; piston pin: 50x108; number of piston rings: 3 KKK, RTK, TPL T15 4 CK G6 M 3 CR DSF 3,5 CR → 80 00595 1 0 ...
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	80 00595 1 0 000	Cyl. Ø: 132; Set: 1; [T15 G6 CK 4] [M CR 3] [DSF CR 3.5]
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	94 809 960	Piston: 94809600; Cylinder liner: 89598110
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	89 598 110	N - Wet cylinder liner; finished; A=148 C=160.1 L=270.5 H=8
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M



30

132



TBG 616 V8
TBG 616 V12
TBG 616 V16

G	LA	8	17500 cm ³	4V	280 kW	380 PS	ξ 12:1	160
G	LA	12	26300 cm ³	4V	420 kW	571 PS	ξ 12:1	160
G	LA	16	35000 cm ³	4V	560 kW	761 PS	ξ 12:1	160



94 811 600



Cyl. Ø: 132; KH: 92.3; MT: -27.5; MØ: 88; GL: 137.3; piston pin: 50x108; number of piston rings: 3
 KKK, RTK, TPL
 T15 4 CK G6
 M 3 CR
 DSF 3,5 CR
 → **80 00595 1 0 ...**



80 00594 1 0 000

Cyl. Ø: 84; Set: 1; [R ST IF CK 2] [M IW 1.5] [DSF ST NT 3]

80 00595 1 0 000

Cyl. Ø: 132; Set: 1; [T15 G6 CK 4] [M CR 3] [DSF CR 3.5]



94 811 960

Piston: 94811600; Cylinder liner: 89598110



89 598 110

N - Wet cylinder liner; finished; A=148 C=160.1 L=270.5 H=8

31

140



RHS 518 V12
RHS 518 V16
RHS 518-2
RHS 518-3
RHS 518-4
RHS 518-6
RHS 518-8
TRHS 518 A
TRHS 518 S
TRHS 518 V
TRHS 518 V12
TRHS 518 V16

01.1962 → 12.1975	D	AN	12	33240 cm ³	2V	294 kW	400 PS	ξ 19:1	180
08.1971 → 12.1975	D	AN	16	44300 cm ³	2V	390 kW	530 PS	ξ 19:1	180
01.1965 → 07.1970	D	AN	2	5540 cm ³	2V	46 kW	62 PS	ξ 19:1	180
01.1965 → 07.1970	D	AN	3	8310 cm ³	2V	68 kW	93 PS	ξ 19:1	180
01.1965 → 07.1970	D	AN	4	11080 cm ³	2V	92 kW	125 PS	ξ 19:1	180
01.1965 → 07.1970	D	AN	6	16620 cm ³	2V	138 kW	187 PS	ξ 19:1	180
01.1965 → 07.1970	D	AN	8	22160 cm ³	2V	195 kW	265 PS	ξ 19:1	180
01.1965 → 07.1970	D	A	8	22160 cm ³	2V	252 kW	342 PS	ξ 19:1	180
01.1965 → 07.1970	D	A	6	16620 cm ³	2V	188 kW	256 PS	ξ 19:1	180
01.1965 → 07.1970	D	A	4	11080 cm ³	2V	126 kW	171 PS	ξ 19:1	180
01.1962 → 12.1975	D	A	12	33240 cm ³	2V	375 kW	510 PS	ξ 19:1	180
08.1971 → 12.1975	D	A	16	44300 cm ³	2V	504 kW	685 PS	ξ 19:1	180



80 00200 1 0 000

Cyl. Ø: 140; Set: 1; [R CR 3.5] [R IF 3.5] [R IF 3.5] [G 6] [G 6]






88 332 110

N - Wet cylinder liner; finished; A=152 C=166 L=330 H=70



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NAGANO → ISUZU	251
NCK RAPIER → CUMMINS	75
..... → FORD	212
..... → PERKINS	1028
NEOPLAN → MAN	280
..... → MERCEDES-BENZ	472
NEW HOLLAND → DAF	82
..... → FIAT / IVECO	176
..... → FORD	212
..... → MERCEDES-BENZ	472
..... → PERKINS	1028
NEW HOLLAND (Cnh Global) → CATERPILLAR	71
..... → CUMMINS	75
..... → DAF	82
..... → DEUTZ	85
..... → FIAT / IVECO	176
..... → FORD	212
..... → KUBOTA	270
..... → MERCEDES-BENZ	472
..... → PERKINS	1028
..... → WAUKESHA	1179
NEW IDEA → FORD	212
..... → PERKINS	1028
NISSAN → HINO	237
.....	1021



			Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos
BD2	D	4	4	96 x 102	2953	2				2
BD25	D	4	4	96 x 102	2953	2				2
ED35	D (AN)	4	4	102,5 x 105	3466	2				3
MA09	B	4	4	66 x 68	931	2				1














N



TRW
EngineComponents

PIERBURG

PIERBURG
NISSAN

1		 66					
	MA09		B	4	931 cm ³	2V	 68
	TW-1202A STD	PAIR AS STD Ø 51.250 / 60.000 // 1.970 St/A					
	CB-1202A STD	SET PL STD Ø 39.974 / 43.000 / 15.130 / 1.500 St/A					
		CB-1202A 0.50 0,50					
	MS-1202A STD	SET HL STD Ø 44.971 / 49.000 / 17.100 / 2.004 St/A					
2		 96					
	BD2	1989 → 1991	D	4	2953 cm ³	2V	 102
	BD25	1989 → 1991	D	4	2953 cm ³	2V	 102
	TW-1028GP STD	PAIR AS STD Ø 78.850 / 93.800 // 2.325 St/B/G					
	CB-1194GP STD	SET PL STD Ø 56.925 / 59.913 / 26.100 / 1.513 St/B/G					
		CB-1194GP 0.25 0,25					
	MS-1190GP STD	SET HL STD Ø 70.920 / 74.981 / 26.000 / 2.013 St/B/G					
		MS-1190GP 0.25 0,25 / MS-1190GP 0.50 0,50					
	SH-1190B STD	SET NW-L STD Ø 50.140 / 53.200 / 22.000 / 1.520 St/W; NW-L STD Ø 50.740 / 53.800 / 20.500 / 1.520 St/W; NW-L STD Ø 50.340 / 53.400 / 22.000 / 1.520 St/W; NW-L STD Ø 49.940 / 53.000 / 22.000 / 1.520 St/W; NW-L STD Ø 50.540 / 53.600 / 22.000 / 1.520 St/W					
3		 102,5					
	ED35		D AN	4	3466 cm ³	2V	 105
	TW-1122J STD	PAIR AS STD Ø 86.250 / 101.800 // 3.000 St/B					
	CB-2801GP STD	SET PL STD Ø 61.945 / 65.980 / 32.000 / 1.998 St/B/G					
		CB-2801GP 0.25 0,25 / CB-2801GP 0.50 0,50					
	MS-1180GP STD	SET HL STD Ø 75.940 / 79.980 / 28.000 / 1.955 St/B/G					
		MS-1180GP 0.25 0,25					
	PB-1180J STD	SET PL-B STD Ø 34.000 / 37.985 / 35.000 / 2.030 St/B					

N





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TRW
EngineComponents



OM

			Cyl.	 X mm	cm ³		Comp.	kW	PS	Pos
							Ratio			
CO 20	D	(AN)	4	110 x 120	4562	2	17:1	66	90	3
CO 21	D	(AN)	4	110 x 120	4562	2	17:1	66	90	3
CO 3D	D	(AN)	4	110 x 130	4940	2	16:1	63	85	5
CO 3/20	D	(AN)	4	110 x 120	4562	2	17:1	66	90	3
CO 3/7	D	(AN)	4	110 x 130	4940	2	16:1	81	110	4
CO 40	D	(AN)	4	110 x 120	4562	2	17:1	66	90	3
CO 75	D	(AN)	4	110 x 120	4562	2	17:1	66	90	3
8040.02.360	D	(AN)	4	100 x 110	3456	2	17:1	44	60	2
8140.21.290	D	(A)	4	93 x 90	2445	2	18:1	68	92	1
8340.05.000	D	(AN)	4	115 x 130	5401	2	17:1	78	106	6

O



1 **93**
8140.21.290 06.1988 → D A 4 2445 cm³ 2V 68 kW 92 PS € 18:1 90

	93 123 600	Cyl. Ø: 93; KH: 59.65; MT: -14.8; MØ: 52; GL: 97.65; piston pin: 32x74.4; number of piston rings: 3 RTK, RK T15 3 CR G6 M 2 G3 DSF 3 CR → 80 00068 4 0 ...	
	80 00068 4 0 000	Cyl. Ø: 93; Set: 4; [T15 G6 CR 3] [N MO 2] [DSF CR 3] 80 00068 4 0 040 93,40 / 80 00068 4 0 060 93,60	
	93 123 960	Piston: 93123600; Cylinder liner: 89319190	
	93 123 961	Piston: 93123600; Cylinder liner: 89319191	
	93 123 962	Piston: 93123600; Cylinder liner: 89319192	
	93 123 963	Piston: 93123600; Cylinder liner: 89319193	
	89 319 190	T - Dry cylinder liner; semi; A=96 C=98.9 L=171 H=5	
	89 319 191	T - Dry cylinder liner; semi; A=96.04 C=98.9 L=171 H=5	
	89 319 192	T - Dry cylinder liner; semi; A=96.08 C=98.9 L=171 H=5	
	89 319 193	T - Dry cylinder liner; semi; A=96.2 C=98.9 L=171 H=5	
	77 153 690	SET PL-B SEMI Ø 31.996 / 34.895 / 30.700 / St/B, mot. 344 183→	
	77 154 600	SET HL STD Ø 76.200 / 80.586 / 25.000 / 2.172 St/B/G; PASS-L STD Ø 76.200 / 80.586 / 31.950 / 2.172 St/B/G 77 154 610 0,254 / 77 154 620 0,508, →mot. 1846776	
	77 155 600	SET PL STD Ø 56.535 / 60.333 / 24.700 / 1.900 St/B/G; PL STD Ø 56.535 / 60.333 / 24.700 / 1.872 St/B/G 77 155 610 0,254 / 77 155 620 0,508, Attention to the marks on the bearing shells: Stelo=rod or Cappello=cap	
	17063	EX; 34.5 x 8 x 122 x A/S - Cr - 45° - 9 - III	RK-8 RK-8H
	17062	IN; 41 x 8 x 120.7 x A/S - Cr - 30° - 9 - III OES specification	
	81-17116	IN/EX; 13.02/ x 8.02 x 56 G1	
	81-17115	IN/EX; 13.07/ x 8.02 x 56 G1	
	81-17114	IN/EX; 13.07/ x 8.02 x 60 G1, without valve stem gasket	
	81-5611	IN/EX; 13.12/ x 8 x 56 G1	
	50 005 321		

2 **100**
8040.02.360 09.1972 → 12.1981 D AN 4 3456 cm³ 2V 44 kW 60 PS € 17:1 110

	92 628 600	Cyl. Ø: 100; KH: 59.65; MT: -23.7; MØ: 47.1; GL: 101.15; piston pin: 32x84; number of piston rings: 3 R 2,5 MO G6 N 2,5 MO G3 DSF 5,5 CR	
	92 628 960	Piston: 92628600; Cylinder liner: 88631190	
	92 628 964	Piston: 92628600; Cylinder liner: 88631192	
	88 631 190	T - Dry cylinder liner; semi; A=103 L=187	
	88 631 192	T - Dry cylinder liner; semi; A=103.08 L=187	
	17043	EX; 37 x 8 x 125.8 x A/S - Cr - 45° - 1 - III	RK-8H
	50 004 282	IN; 43.9 x 8 x 125.8 x B - Ni - 45° - 2 - III	
	81-17117	IN/EX; 14.02/ x 8 x 56 G1	



3		110								
		CO 20	1968 →	D AN 4	4562 cm ³	2V	66 kW	90 PS	£ 17:1	120
		CO 21	1968 →	D AN 4	4562 cm ³	2V	66 kW	90 PS	£ 17:1	120
		CO 3/20	1968 →	D AN 4	4562 cm ³	2V	66 kW	90 PS	£ 17:1	120
		CO 40	1968 →	D AN 4	4562 cm ³	2V	66 kW	90 PS	£ 17:1	120
		CO 75	1968 →	D AN 4	4562 cm ³	2V	66 kW	90 PS	£ 17:1	120
		Tractor 840								

	92 488 600	Cyl. Ø: 110; KH: 75.2; MT: -27.5; MØ: 51; GL: 150.2; piston pin: 40.006x94; number of piston rings: 4
		PK
		R 2,5 CR
		R 2,5
		N 2,5
		DSF 5 CR

	92 488 960	Piston: 92488600; Cylinder liner: 88827110
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	88 827 110	N - Wet cylinder liner; finished; A=118 C=129.5 L=236 H+F=170+1
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4		110								
		CO 3/7	1968 →	D AN 4	4940 cm ³	2V	81 kW	110 PS	£ 16:1	130
		Tractor 650								

	88 827 110	N - Wet cylinder liner; finished; A=118 C=129.5 L=236 H+F=170+1
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5		110								
		CO 3D	1967 →	D AN 4	4940 cm ³	2V	63 kW	85 PS	£ 16:1	130
		Tigrotto, 46, 80, 90								

	88 827 110	N - Wet cylinder liner; finished; A=118 C=129.5 L=236 H+F=170+1
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	17045	EX; 36.5 x 8 x 137.8 x A/S - Cr - 45° - 1 - III		RK-8H
	81-17117	IN/EX; 14.02/ x 8 x 56 G1		

6		115								
O		8340.05.000	1977 →	D AN 4	5401 cm ³	2V	78 kW	106 PS	£ 17:1	130
		Tractor co 3-130t								

	93 209 600	Cyl. Ø: 115; KH: 76.5; MT: -29.4; MØ: 54; GL: 140.5; piston pin: 42x97; number of piston rings: 3
		RTK
		R 2,5 CR G3
		R 2,5
		DSF 4 CR
		→ 80 00077 1 0 ...

	80 00077 1 0 000	Cyl. Ø: 115; Set: 1; [R G3 IF CR 2.5] [R 2.5] [DSF CR 4]
--	-------------------------	--

	93 209 960	Piston: 93209600; Cylinder liner: 89024110
--	-------------------	--




	89 024 110	N - Wet cylinder liner; finished; A=122 C=129 L=235.5 H=167
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	17072	EX; 41 x 8 x 137.5 x A/S - Ni - 45° - 1 - III		KK-8H
	50 009 050	IN; 48.5 x 8 x 137.5 x B - Ni - 45° - 2 - III		81-17117
				IN/EX; 14.02/ x 8 x 56 G1




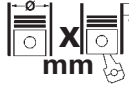

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	Cyl.		mm	cm ³		Comp. Ratio	ε	kW	PS	Pos
A 3.144	D (AN) 3	88,925 x 126,9	2365	2	16,5:1	22-28	30-38	8		
A 3.152	D (AN) 3	91,48 x 126,9	2503	2	17,4:1	27-35	37-48	14		
A 4.192	D (AN) 4	88,925 x 126,8	3150	2	16,5:1	36-40	50-55	9		
A 4.203	D (AN) 4	91,48 x 126,9	3335	2	17,4:1	43	58	14		
A 4.212	D (AN) 4	98,48 x 114	3475	2	15,1:1	44	60	28		
A 4.236	D (AN) 4	98,48 x 126,8	3864	2	16:1	37-65	50-89	29		
A 6.305	D (AN) 6	91,48 x 126,9	5003	2	17,4:1	55	75	15		
A 6.354.1	D (A) 6	98,48 x 126,8	5794	2	16:1	71-82	97-112	30		
A 6.354.2	D (A) 6	98,48 x 126,8	5794	2	16:1	74	100	31		
A 6.354.4	D (A) 6	98,48 x 126,8	5794	2	16:1	67-87	91-118	32		
A 6.354.4	D (A) 6	98,48 x 126,8	5794	2	16:1	67-87	91-118	32		
AD 3.152	D (AN) 3	91,48 x 126,3	2490	2	17,4:1	28-42	38-57	16		
AD 4.203	D (AN) 4	91,48 x 126,9	3335	2	19:1	40-43	55-59	16		
AD 4.236	D (AN) 4	98,48 x 126,8	3864	2	16:1	48-60	59-80	33		
AT 4.236	D (A) 4	98,48 x 126,8	3864	2	15,25:1	66-68	90-93	34		
AT 6.354.4	D (A) 6	98,48 x 126,8	5794	2	16:1	88-119	120-162	35		
D 3.152	D (AN) 3	91,48 x 126,9	2503	2		35	47	17		
D 4.203	D (AN) 4	91,48 x 126,9	3335	2	18,6:1	40	54	18		
P 3.144	D (AN) 3	88,925 x 126,9	2365	2	16,5:1	22-28	30-38	10		
P 6.288	D (AN) 6	88,925 x 126,8	4730	2	16,5:1	61	83	10		
PA	D (AN) 4	88,925 x 126,8	3150	2	16,5:1			8		
PB	D (AN) 4	88,925 x 126,8	3150	2	16,5:1			8		
PF	D (AN) 6	88,925 x 126,9	4730	2	16,5:1	45	62	8		
PG	D (AN) 6	88,925 x 126,9	4730	2	16,5:1	45	62	8		
Prima 65	D (AN) 4	84,45 x 88,9	1994	2	18,1:1	46	63	6		
Prima 80 T	D (A) 4	84,45 x 88,9	1994	2	16,5:1	60	82	6		
T 3.152.4	D (A) 3	91,48 x 126,9	2503	2		39-43	53-59	19		
T 4.236	D (A) 4	98,48 x 126,8	3864	2	15,25:1	49	66	36		
T 4.38	D (A) 4	98,48 x 126,8	3864	2	15,25:1	58-72	79-98	37		
T 4.40 Euro 1	D (LA) 4	100 x 127,3	3990	2		82-88	112-120	46		
T 4.40	D (LA) 4	100 x 127,3	3990	2		82-88	112-120	46		
T 4.40 Euro 2	D (LA) 4	100 x 127,3	3990	2		82-88	112-120	46		
T 6.354	D (A) 6	98,48 x 126,8	5794	2	16:1	114	155	38		
T 6.354.1	D (A) 6	98,48 x 126,8	5794	2	16:1	119	162	38		
T 6.354.2	D (A) 6	98,48 x 126,8	5794	2	16:1	119	162	39		
T 6.354.3	D (A) 6	98,48 x 126,8	5794	2	16:1	119	162	40		
T 6.354.4	D (A) 6	98,48 x 126,8	5794	2	16:1	119	162	41		
T 6.60	D (LA) 6	100 x 127,3	5984	2		88	120	47		
T 6.60 Euro 2	D (LA) 6	100 x 127,3	5984	2		88	120	47		
T 6.60 Euro 1	D (LA) 6	100 x 127,3	5984	2		88	120	47		
V 8.510	D (A) 8	107,95 x 114,2	8360	2	16,5:1	132	180	56		
V 8.540	D (A) 8	107,95 x 120,7	8840	2	16,5:1	134	182	56		
3.152	D (AN) 3	91,48 x 126,3	2490	2	17,4:1	27-33	37-45	11		
4.203	D (AN) 4	91,48 x 126,9	3335	2	17,4:1	44	60	12		
6.305	D (AN) 6	91,48 x 126,9	5003	2	17,4:1	66	90	13		
6.354	D (AN) 6	98,48 x 126,8	5794	2	16:1	69-82	94-112	21		
6.354 V	D (AN) 6	98,48 x 126,8	5794	2	16:1	87	118	22		
6.354.2	D (AN) 6	98,48 x 126,8	5794	2	16:1	85	115	23		
6.354.4	D (AN) 6	98,48 x 126,8	5794	2		77	105	24		
1004-4T (59 kW)	D (A) 4	100 x 127,3	3990	2	17,25:1	59	80	44		
1004-4T (70 kW)	D (A) 4	100 x 127,3	3990	2	17,25:1	70	95	44		
1004-40TA	D (LA) 4	100 x 127,3	3990	2	17,25:1	88	120	42		
1004-42	D (AN) 4	100 x 127,3	3990	2	16,5:1	64	87	43		
1006-6TA	D (LA) 6	100 x 127,3	5984	2	17,3:1	154	209	42		
1006-6TW	D (LA) 6	100 x 127,3	5984	2	16:1	136	183	42		
1103A-33TG1	D (A) 3	105 x 127	3300	2	17,25:1	42-54	57-73	51		
1103B-33 Euro 1	D (AN) 3	105 x 127	3300	2	19,25:1	40-43	54-58	52		
1103B-33T Euro 1	D (A) 3	105 x 127	3300	2	19,25:1	49	66	52		
1103C-33 Euro 2	D (AN) 3	105 x 127	3300	2	19,25:1	39-43	53-58	52		
1103C-33G1	D (AN) 3	105 x 127	3300	2	19,25:1	30-34	41-46	52		
1103C-33G2	D (AN) 3	105 x 127	3300	2	19,25:1	27-34	37-46	52		
1103C-33G3	D (AN) 3	105 x 127	3300	2	19,25:1	27-30	37-41	52		
1103C-33T Euro 2	D (A) 3	105 x 127	3300	2	19,25:1	47-55	64-75	53		
1103C-33TG2	D (A) 3	105 x 127	3300	2	18,2:1	42-59	57-80	52		
1103C-33TG3	D (A) 3	105 x 127	3300	2	18,2:1	42-47	57-64	52		
1104A-44 Euro 0	D (AN) 4	105 x 127	4400	2	19,3:1	50-64	67-84	52		
1104A-44T Euro 0	D (A) 4	105 x 127	4400	2	18,23:1	73-80	99-108	52		
1104A-44TG1 Euro 0	D (A) 4	105 x 127	4400	2	17,25:1	58-76	79-103	52		

P



		Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos
1104A-44TG2 Euro 0	D (A)	4	105 x 127	4400	2	17,25:1	72-90	98-122	52
1104C-E44 Euro 2	D (AN)	4	105 x 127	4400	2	19,3:1	50-64	67-84	54
1104C-E44T Euro 2	D (A)	4	105 x 127	4400	2	18,23:1	60-85	82-116	51
1104C-E44TA Euro 2	D (LA)	4	105 x 127	4400	2	19,3:1	82-106	110-142	51
1104D-E44T Euro 3	D (LA)	4	105 x 127	4400	2	16,2:1	55-75	75-102	53
1104D-E44TA Euro 3	D (LA)	4	105 x 127	4400	2	16,2:1	75-106	102-144	53
1104D-E44TAG1 Euro 3	D (LA)	4	105 x 127	4400	2	16,2:1	80-89	109-121	52
1104D-E44TAG2 Euro 3	D (LA)	4	105 x 127	4400	2	16,2:1	100-112	136-152	52
1104D-E44TG1 Euro 3	D (A)	4	105 x 127	4400	2	18,2:1	72	96	52
1104D-44 Euro 3	D (AN)	4	105 x 127	4400	2	16,2:1	54-56	73-75	55
1104D-44T Euro 3	D (A)	4	105 x 127	4400	2	16,2:1	56-75	74-102	52
1104D-44TA Euro 3	D (LA)	4	105 x 127	4400	2	16,2:1	74-83	100-111	52
1104D-44TG1 Euro 3	D (A)	4	105 x 127	4400	2	18,2:1	63	85	52
1106C-E60TA Euro 2	D (LA)	6	100 x 127,3	5984	2	17,25:1	88-130	120-175	45
1106D-E66TA Euro 3	D (LA)	6	105 x 127	6600	4	16,7:1	90-205	122-279	51
403C-15 Euro 2	D (AN)	3	84 x 90	1496	2	22,5:1	24-25	33-34	4
403C-15G Euro 2	D (AN)	3	84 x 90	1496	2	22,5:1	12-23	16-31	4
403D-15G Euro 3	D (AN)	3	84 x 90	1496	2	22,5:1	13-23	18-31	4
403D-15T Euro 3	D (A)	3	84 x 90	1496	2	22,5:1	30	41	4
403D-17 Euro 3	D (AN)	3	84 x 100	1662	2	23:1	25-26	34-36	4
404C-20	D (AN)	4	84 x 90	1496	2				4
404C-22 Euro 2	D (AN)	4	84 x 100	2216	2	23,3:1	37-38	50-52	4
404C-22G Euro 2	D (AN)	4	84 x 100	2216	2	23,3:1	20-33	27-45	4
404C-22T Euro 2	D (A)	4	84 x 100	2216	2	23,3:1	46	63	5
404C-22TG Euro 2	D (A)	4	84 x 100	2216	2	23,3:1	28-32	38-44	4
404D-22 Euro 3	D (AN)	4	84 x 100	2216	2	23,3:1	37-38	50-51	4
404D-22T Euro 3	D (A)	4	84 x 100	2216	2	23,3:1	42-46	57-61	4
404D-22TA Euro 3	D (A)	4	84 x 100	2216	2	23,3:1	49	66	4
404D-22TAG Euro 4	D (LA)	4	84 x 100	2216	2	23,3:1	36	49	4
404D-22TG Euro 2	D (A)	4	84 x 100	2216	2	23,3:1	27-33	37-45	4
4.107	D (AN)	4	79,375 x 88,9	1753	2	22.1	18-40	25-55	2
4.108	D (AN)	4	79,375 x 88,6	1753	2	22:1	36-38	49-52	3
4.165	D (AN)	4	92 x 101,6	2710	2	21:1	37-48	50-65	20
4.192	D (AN)	4	88,925 x 126,8	3150	2	16,5:1	29-37	40-50	7
4.212	D (AN)	4	98,48 x 114	3475	2	15,5:1	44-47	60-64	25
4.236	D (AN)	4	98,48 x 126,8	3864	2	16:1	48-60	59-80	26
4.248	D (AN)	4	101,054 x 126,8	4064	2	16:1	53-66	72-90	48
4.248.2	D (AN)	4	101,054 x 126,8	4064	2	18.1	60	82	49
4.318.2	D (AN)	4	114,313 x 127	5215	2	17,5:1	72	98	57
4.99	D (AN)	4	76,2 x 88,9	1621	2	20:1	29	40	1
6.288	D (AN)	6	88,925 x 126,9	4730	2	16,5:1	45	62	8
6.354.1	D (AN)	6	98,48 x 126,8	5794	2	16:1	71-82	97-112	27
6.354.4	D (AN)	6	98,48 x 126,8	5794	2		77	105	24
6.372	D (AN)	6	101,054 x 126,8	6100	2	16:1	87	118	50
6.372.4	D (AN)	6	101,054 x 126,8	6100	2	16:1	82-87	112-118	50



TRW
EngineComponents

PIERBURG

PERKINS

1		76,2								
	4.99	10.1969 →	D AN 4	1621 cm ³	2V	29 kW	40 PS	£20:1		88,9

	105-35607	EX; 30.3 x 8 x 117 x S - - 45° - 1 - III		81-85005	IN/EX; 12.74/ x 8 x 62 G1
	105-35606	IN; 35.9 x 8 x 116.8 x S - - 45° - 1 - III			

2		79,375								
	4.107	01.1971 → 05.1990	D AN 4	1753 cm ³	2V	18-40 kW	25-55 PS	£22.1		88,9

	105-35607	EX; 30.3 x 8 x 117 x S - - 45° - 1 - III		81-85005	IN/EX; 12.74/ x 8 x 62 G1
	105-35606	IN; 35.9 x 8 x 116.8 x S - - 45° - 1 - III			

3		79,375								
	4.108	01.1968 → 06.1990	D AN 4	1753 cm ³	2V	36-38 kW	49-52 PS	£22:1		88,6

	88 495 190	T - Dry cylinder liner; semi; A=82.55 L=165.1								
	89 426 190	T - Dry cylinder liner; semi; A=82.65 C=85.63 L=165.2 H+F=3.2+0.8								
	105-35607	EX; 30.3 x 8 x 117 x S - - 45° - 1 - III		81-85005	IN/EX; 12.74/ x 8 x 62 G1					
	105-35606	IN; 35.9 x 8 x 116.8 x S - - 45° - 1 - III		81-2021	IN/EX; 13.05/ x 8 x 53.5 G1					

4		84								
	403C-15 Euro 2	01.2001 →	D AN 3	1496 cm ³	2V	24-25 kW	33-34 PS	£22,5:1		90
	403C-15G Euro 2	01.2001 →	D AN 3	1496 cm ³	2V	12-23 kW	16-31 PS	£22,5:1		90
	403D-15G Euro 3		D AN 3	1496 cm ³	2V	13-23 kW	18-31 PS	£22,5:1		90
	403D-15T Euro 3		D A 3	1496 cm ³	2V	30 kW	41 PS	£22,5:1		90
	403D-17 Euro 3		D AN 3	1662 cm ³	2V	25-26 kW	34-36 PS	£23:1		100
	404C-20		D AN 4	1496 cm ³	2V					90
	404C-22 Euro 2	01.2001 →	D AN 4	2216 cm ³	2V	37-38 kW	50-52 PS	£23,3:1		100
	404C-22G Euro 2	01.2001 →	D AN 4	2216 cm ³	2V	20-33 kW	27-45 PS	£23,3:1		100
	404C-22TG Euro 2	09.2002 →	D A 4	2216 cm ³	2V	28-32 kW	38-44 PS	£23,3:1		100
	404D-22 Euro 3		D AN 4	2216 cm ³	2V	37-38 kW	50-51 PS	£23,3:1		100
	404D-22T Euro 3		D A 4	2216 cm ³	2V	42-46 kW	57-61 PS	£23,3:1		100
	404D-22TA Euro 3		D A 4	2216 cm ³	2V	49 kW	66 PS	£23,3:1		100
	404D-22TAG Euro 4		D LA 4	2216 cm ³	2V	36 kW	49 PS	£23,3:1		100
	404D-22TG Euro 2		D A 4	2216 cm ³	2V	27-33 kW	37-45 PS	£23,3:1		100

	40 253 600	Cyl. Ø: 84; KH: 47.7; VT1: -1.6; MT: -1.6; GL: 87.7; piston pin: 28x72; number of piston rings: 3								
		R 2 CK ST								
		M 1,5								
		DSF 3 NT ST								
		→ 80 00594 1 0 ...								

	80 00594 1 0 000	Cyl. Ø: 84; Set: 1; [R ST IF CK 2] [M IW 1.5] [DSF ST NT 3]								
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5		84								
	404C-22T Euro 2	09.2002 →	D A 4	2216 cm ³	2V	46 kW	63 PS	£23,3:1		100

	40 253 600	Cyl. Ø: 84; KH: 47.7; VT1: -1.6; MT: -1.6; GL: 87.7; piston pin: 28x72; number of piston rings: 3								
		R 2 CK ST								
		M 1,5								
		DSF 3 NT ST								
		→ 80 00594 1 0 ...								

	80 00594 1 0 000	Cyl. Ø: 84; Set: 1; [R ST IF CK 2] [M IW 1.5] [DSF ST NT 3]								
--	-------------------------	---	--	--	--	--	--	--	--	--

	25238	EX; 51 x 12 x 142.5 x RA/S - Cr - 45° - 1 - III		KK-12H	
	25237	IN; 58 x 12 x 142.5 x A/S - Cr - 30° - 1 - III		81-2536	IN/EX; 18/ x 12 x 64 G2
	50 004 884	EX; 53.1 x 43 x 10; ST; 45°		81-2537	IN/EX; 18.2/ x 12 x 64 G2
	50 004 882	IN; 61.1 x 48 x 9; ST; 30°		81-2538	IN/EX; 18.4/ x 12 x 64 G2



TRW
EngineComponents

PIERBURG



6		84,45								
	Prima 65	1987 →	D AN 4	1994 cm ³	2V	46 kW	63 PS	⊗ 18,1:1	⊗ 88,9	
	Prima 80 T		D A 4	1994 cm ³	2V	60 kW	82 PS	⊗ 16,5:1	⊗ 88,9	

81-88005 IN/EX; 12.08/ x 7.49 x 38.9 G1

7		88,925								
	4.192	01.1963 → 12.1968	D AN 4	3150 cm ³	2V	29-37 kW	40-50 PS	⊗ 16,5:1	⊗ 126,8	

91 127 600 Cyl. Ø: 88.925; KH: 57.3; GL: 108.1; piston pin: 31.75x75.3; number of piston rings: 5
GeC, URK
R 2,385
R 2,385
LA 0,793 ST
S 6,335
S 6,335
→ **80 00353 1 0 ...**

80 00353 1 0 000 Cyl. Ø: 88.925; Set: 4; [R 2.385] [R 2.385] [LA ST .793] [S 6.335] [S 6.335]

91 127 960 Piston: 91127600; Cylinder liner: 88364110

88 364 110 T - Dry cylinder liner; finished; A=93.713 C=94.4 L=215.9 H=4.76

88 364 190 T - Dry cylinder liner; semi; A=93.71 C=94.404 L=215.9 H=4.76

105-02077 EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III **81-85005** IN/EX; 12.74/ x 8 x 62 G1

105-35469 EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III M + 1

105-02076 IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III

105-35468 IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III M + 1

50 005 251 **50 005 233**

8		88,925								
	A 3.144		D AN 3	2365 cm ³	2V	22-28 kW	30-38 PS	⊗ 16,5:1	⊗ 126,9	
	PA		D AN 4	3150 cm ³	2V			⊗ 16,5:1	⊗ 126,8	
	PB		D AN 4	3150 cm ³	2V			⊗ 16,5:1	⊗ 126,8	
	PF		D AN 6	4730 cm ³	2V	45 kW	62 PS	⊗ 16,5:1	⊗ 126,9	
	PG		D AN 6	4730 cm ³	2V	45 kW	62 PS	⊗ 16,5:1	⊗ 126,9	
	6.288	01.1959 → 12.1968	D AN 6	4730 cm ³	2V	45 kW	62 PS	⊗ 16,5:1	⊗ 126,9	

91 127 600 Cyl. Ø: 88.925; KH: 57.3; GL: 108.1; piston pin: 31.75x75.3; number of piston rings: 5
GeC, URK
R 2,385
R 2,385
LA 0,793 ST
S 6,335
S 6,335
→ **80 00353 1 0 ...**

80 00353 1 0 000 Cyl. Ø: 88.925; Set: 4; [R 2.385] [R 2.385] [LA ST .793] [S 6.335] [S 6.335]

91 127 960 Piston: 91127600; Cylinder liner: 88364110

88 364 110 T - Dry cylinder liner; finished; A=93.713 C=94.4 L=215.9 H=4.76

88 364 190 T - Dry cylinder liner; semi; A=93.71 C=94.404 L=215.9 H=4.76

9		88,925								
	A 4.192	01.1963 → 12.1968	D AN 4	3150 cm ³	2V	36-40 kW	50-55 PS	⊗ 16,5:1	⊗ 126,8	

91 127 600 Cyl. Ø: 88.925; KH: 57.3; GL: 108.1; piston pin: 31.75x75.3; number of piston rings: 5
GeC, URK
R 2,385
R 2,385
LA 0,793 ST
S 6,335
S 6,335
→ **80 00353 1 0 ...**


80 00353 1 0 000 Cyl. Ø: 88.925; Set: 4; [R 2.385] [R 2.385] [LA ST .793] [S 6.335] [S 6.335]

91 127 960 Piston: 91127600; Cylinder liner: 88364110

cont...




P


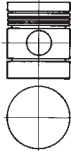



 **88 364 110** T - Dry cylinder liner; finished; A=93.713 C=94.4 L=215.9 H=4.76
88 364 190 T - Dry cylinder liner; semi; A=93.71 C=94.404 L=215.9 H=4.76


 **50 005 250**


10  **88,925**


 **P 3.144** D AN 3 2365 cm³ 2V 22-28 kW 30-38 PS £ 16,5:1  126,9
P 6.288 D AN 6 4730 cm³ 2V 61 kW 83 PS £ 16,5:1  126,8

 **91 127 600** Cyl. Ø: 88.925; KH: 57.3; GL: 108.1; piston pin: 31.75x75.3; number of piston rings: 5
 GeC, URK
R 2,385
R 2,385
LA 0,793 ST
S 6,335
S 6,335
→ **80 00353 1 0 ...**



 **80 00353 1 0 000** Cyl. Ø: 88.925; Set: 4; [R 2.385] [R 2.385] [LA ST .793] [S 6.335] [S 6.335]


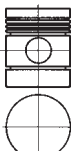
 **91 127 960** Piston: 91127600; Cylinder liner: 88364110


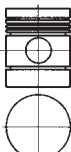
 **88 364 110** T - Dry cylinder liner; finished; A=93.713 C=94.4 L=215.9 H=4.76
88 364 190 T - Dry cylinder liner; semi; A=93.71 C=94.404 L=215.9 H=4.76

 **105-02077** EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III
105-35469 EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III M + 1
105-02076 IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III
105-35468 IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III M + 1


11  **91,48**


 **3.152** D AN 3 2490 cm³ 2V 27-33 kW 37-45 PS £ 17,4:1  126,3



 **91 130 600** Cyl. Ø: 91.48; KH: 57.25; GL: 108; piston pin: 31.75x75.3; number of piston rings: 5
 URK
R 2,385
R 2,385
LA 0,79
G 6,335
S 6,335
→ **80 00159 1 0 ...**
Top piston - Pay attention to top clearance

 **91 130 700** Cyl. Ø: 91.48; KH: 57.25; GL: 108; piston pin: 31.75x75.3; number of piston rings: 5
 URK
R 2,385 CR
R 2,385
LA 0,79
G 6,335
S 6,335
→ **80 00159 1 0 ...**, **80 00159 1 1 ...**
Top piston - Pay attention to top clearance

 **80 00159 1 0 000** Cyl. Ø: 91.48; Set: 4; [R 2.385] [R 2.385] [LA .79] [G 6.335] [S 6.335]
80 00159 1 1 000 Cyl. Ø: 91.48; Set: 4; [R CR 2.385] [R 2.385] [LA .79] [G 6.335] [S 6.335]

 **91 130 965** Piston: 91130600; Cylinder liner: 88552110
91 130 967 Piston: 91130600; Cylinder liner: 88363190
91 130 971 Piston: 91130700; Cylinder liner: 88363190
91 130 972 Piston: 91130700; Cylinder liner: 88552110
91 130 973 Piston: 91130700; Cylinder liner: 89042190

 **88 552 110** T - Dry cylinder liner; finished; A=93.67 C=96.7 L=216 H=3.76
88 363 190 T - Dry cylinder liner; semi; A=93.713 C=96.7 L=216 H=3.76
89 042 190 T - Dry cylinder liner; semi; A=93.97 C=96.7 L=216 H=3.76, with outside oversize .010'

 **105-02077** EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III  **81-85005** IN/EX; 12.74/ x 8 x 62 G1
105-35469 EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III M + 1
105-02076 IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III
105-35468 IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III M + 1

 **50 005 248**
50 005 249 with pulley

P



12

91,48

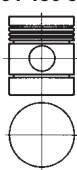


4.203

01.1964 → 06.1990 D AN 4 3335 cm³ 2V 44 kW 60 PS € 17,4:1 126,9



91 130 600



Cyl. Ø: 91.48; KH: 57.25; GL: 108; piston pin: 31.75x75.3; number of piston rings: 5

URK

R 2,385

R 2,385

LA 0,79

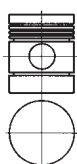
G 6,335

S 6,335

→ 80 00159 1 0 ...

Top piston - Pay attention to top clearance

91 130 700



Cyl. Ø: 91.48; KH: 57.25; GL: 108; piston pin: 31.75x75.3; number of piston rings: 5

URK

R 2,385 CR

R 2,385

LA 0,79

G 6,335

S 6,335

→ 80 00159 1 0 ..., 80 00159 1 1 ...

Top piston - Pay attention to top clearance



80 00159 1 0 000

Cyl. Ø: 91.48; Set: 4; [R 2.385] [R 2.385] [LA .79] [G 6.335] [S 6.335]

80 00159 1 1 000

Cyl. Ø: 91.48; Set: 4; [R CR 2.385] [R 2.385] [LA .79] [G 6.335] [S 6.335]



91 130 965

Piston: 91130600; Cylinder liner: 88552110

91 130 967

Piston: 91130600; Cylinder liner: 88363190

91 130 971

Piston: 91130700; Cylinder liner: 88363190

91 130 972

Piston: 91130700; Cylinder liner: 88552110

91 130 973

Piston: 91130700; Cylinder liner: 89042190



88 552 110

T - Dry cylinder liner; finished; A=93.67 C=96.7 L=216 H=3.76

88 363 190

T - Dry cylinder liner; semi; A=93.713 C=96.7 L=216 H=3.76

89 042 190

T - Dry cylinder liner; semi; A=93.97 C=96.7 L=216 H=3.76, with outside oversize .010"



105-02077

EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III



81-85005

IN/EX; 12.74/ x 8 x 62 G1

105-35469

EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III M +1

105-02076

IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III

105-35468

IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III M +1



50 005 247

13

91,48

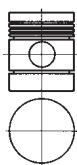


6.305

01.1958 → 12.1968 D AN 6 5003 cm³ 2V 66 kW 90 PS € 17,4:1 126,9



91 130 600



Cyl. Ø: 91.48; KH: 57.25; GL: 108; piston pin: 31.75x75.3; number of piston rings: 5

URK

R 2,385

R 2,385

LA 0,79

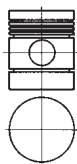
G 6,335

S 6,335

→ 80 00159 1 0 ...

Top piston - Pay attention to top clearance

91 130 700



Cyl. Ø: 91.48; KH: 57.25; GL: 108; piston pin: 31.75x75.3; number of piston rings: 5

URK

R 2,385 CR

R 2,385

LA 0,79

G 6,335

S 6,335

→ 80 00159 1 0 ..., 80 00159 1 1 ...

Top piston - Pay attention to top clearance



80 00159 1 0 000

Cyl. Ø: 91.48; Set: 4; [R 2.385] [R 2.385] [LA .79] [G 6.335] [S 6.335]

80 00159 1 1 000

Cyl. Ø: 91.48; Set: 4; [R CR 2.385] [R 2.385] [LA .79] [G 6.335] [S 6.335]



91 130 965

Piston: 91130600; Cylinder liner: 88552110

91 130 967

Piston: 91130600; Cylinder liner: 88363190

91 130 971

Piston: 91130700; Cylinder liner: 88363190

91 130 972

Piston: 91130700; Cylinder liner: 88552110

91 130 973

Piston: 91130700; Cylinder liner: 89042190



88 552 110

T - Dry cylinder liner; finished; A=93.67 C=96.7 L=216 H=3.76


88 363 190

T - Dry cylinder liner; semi; A=93.713 C=96.7 L=216 H=3.76



cont...


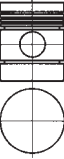
P






89 042 190	T - Dry cylinder liner; semi; A=93.97 C=96.7 L=216 H=3.76, with outside oversize .010'
 105-02077	EX; 33.4 x 7.9 x 114.3 x S -- 45° - 1 - III
105-35469	EX; 33.4 x 7.9 x 114.3 x S -- 45° - 1 - III M + 1
105-02076	IN; 39 x 7.9 x 114.3 x S -- 45° - 1 - III
105-35468	IN; 39 x 7.9 x 114.3 x S -- 45° - 1 - III M + 1




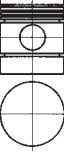


14	 91,48								
 A 3.152		D	AN 3	2503 cm ³	2V	27-35 kW	37-48 PS	£ 17,4:1	126,9
A 4.203		D	AN 4	3335 cm ³	2V	43 kW	58 PS	£ 17,4:1	126,9

 91 130 600	Cyl. Ø: 91.48; KH: 57.25; GL: 108; piston pin: 31.75x75.3; number of piston rings: 5 URK R 2,385 R 2,385 LA 0,79 G 6,335 S 6,335 → 80 00159 1 0 ... Top piston - Pay attention to top clearance
 91 130 700	Cyl. Ø: 91.48; KH: 57.25; GL: 108; piston pin: 31.75x75.3; number of piston rings: 5 URK R 2,385 CR R 2,385 LA 0,79 G 6,335 S 6,335 → 80 00159 1 0 ... , 80 00159 1 1 ... Top piston - Pay attention to top clearance

 80 00159 1 0 000	Cyl. Ø: 91.48; Set: 4; [R 2.385] [R 2.385] [LA .79] [G 6.335] [S 6.335]
80 00159 1 1 000	Cyl. Ø: 91.48; Set: 4; [R CR 2.385] [R 2.385] [LA .79] [G 6.335] [S 6.335]
80 00572 1 0 000	Cyl. Ø: 91.48; Set: 1; [R G6 IW CR 2.385] [M IF 2.385] [NM 3.16] [DSF CR 6.335] [D 6.335]
 91 130 965	Piston: 91130600; Cylinder liner: 88552110
91 130 967	Piston: 91130600; Cylinder liner: 88363190
91 130 971	Piston: 91130700; Cylinder liner: 88363190
91 130 972	Piston: 91130700; Cylinder liner: 88552110
91 130 973	Piston: 91130700; Cylinder liner: 89042190

 88 552 110	T - Dry cylinder liner; finished; A=93.67 C=96.7 L=216 H=3.76
88 363 190	T - Dry cylinder liner; semi; A=93.713 C=96.7 L=216 H=3.76
89 042 190	T - Dry cylinder liner; semi; A=93.97 C=96.7 L=216 H=3.76, with outside oversize .010'

15	 91,48								
 A 6.305		D	AN 6	5003 cm ³	2V	55 kW	75 PS	£ 17,4:1	126,9

 91 130 600	Cyl. Ø: 91.48; KH: 57.25; GL: 108; piston pin: 31.75x75.3; number of piston rings: 5 URK R 2,385 R 2,385 LA 0,79 G 6,335 S 6,335 → 80 00159 1 0 ... Top piston - Pay attention to top clearance
 91 130 700	Cyl. Ø: 91.48; KH: 57.25; GL: 108; piston pin: 31.75x75.3; number of piston rings: 5 URK R 2,385 CR R 2,385 LA 0,79 G 6,335 S 6,335 → 80 00159 1 0 ... , 80 00159 1 1 ... Top piston - Pay attention to top clearance
 80 00159 1 0 000	Cyl. Ø: 91.48; Set: 4; [R 2.385] [R 2.385] [LA .79] [G 6.335] [S 6.335]
80 00159 1 1 000	Cyl. Ø: 91.48; Set: 4; [R CR 2.385] [R 2.385] [LA .79] [G 6.335] [S 6.335]
 91 130 965	Piston: 91130600; Cylinder liner: 88552110
91 130 967	Piston: 91130600; Cylinder liner: 88363190
91 130 971	Piston: 91130700; Cylinder liner: 88363190
91 130 972	Piston: 91130700; Cylinder liner: 88552110
91 130 973	Piston: 91130700; Cylinder liner: 89042190

cont...



	88 552 110	T - Dry cylinder liner; finished; A=93.67 C=96.7 L=216 H=3.76
	88 363 190	T - Dry cylinder liner; semi; A=93.713 C=96.7 L=216 H=3.76
	89 042 190	T - Dry cylinder liner; semi; A=93.97 C=96.7 L=216 H=3.76, with outside oversize .010'

16 **91,48**

	AD 3.152	1953 → 1970	D	AN	3	2490 cm ³	2V	28-42 kW	38-57 PS	ε 17,4:1	126,3
	AD 4.203	1959 → 1976	D	AN	4	3335 cm ³	2V	40-43 kW	55-59 PS	ε 19:1	126,9

	92 772 600	Cyl. Ø: 91.48; KH: 61.9; MT: -18.57; MØ: 55.9; GL: 109.5; piston pin: 31.75x75.3; number of piston rings: 5
		URK
	R	2,385 G3
	M	2,385
	M	3,16
	SSF	6,335
	S	6,335
		→ 80 00157 1 1 ...

	99 614 600	Cyl. Ø: 91.48; KH: 61.77; MT: -18.57; MØ: 55.9; GL: 109.37; piston pin: 31.75x75.3; number of piston rings: 5
		R 2,385 CR G6
	M	2,385
	NM	3,16
	DSF	6,335 CR
	D	6,335
		→ 80 00572 1 0 ...

	80 00157 1 1 000	Cyl. Ø: 91.48; Set: 1; [R CR 2.385] [R 2.385] [N 3.16] [DSF CR 6.35] [S 6.335]
	80 00572 1 0 000	Cyl. Ø: 91.48; Set: 1; [R G6 IW CR 2.385] [M IF 2.385] [NM 3.16] [DSF CR 6.335] [D 6.335]

	92 772 964	Piston: 92772600; Cylinder liner: 88552110
	99 614 960	Piston: 99614600; Cylinder liner: 88552110
	99 614 961	Piston: 99614600; Cylinder liner: 88363190
	99 614 962	Piston: 99614600; Cylinder liner: 89042190

	88 552 110	T - Dry cylinder liner; finished; A=93.67 C=96.7 L=216 H=3.76
	88 363 190	T - Dry cylinder liner; semi; A=93.713 C=96.7 L=216 H=3.76
	89 042 190	T - Dry cylinder liner; semi; A=93.97 C=96.7 L=216 H=3.76, with outside oversize .010'

	105-03364	EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III		81-85005	IN/EX; 12.74/ x 8 x 62 G1
	105-35471	EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III M +.8			
	105-03363	IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III			
	105-35470	IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III M +.8			

17 **91,48**

	D 3.152	01.1970 → 12.1980	D	AN	3	2503 cm ³	2V	35 kW	47 PS	126,9
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	92 772 600	Cyl. Ø: 91.48; KH: 61.9; MT: -18.57; MØ: 55.9; GL: 109.5; piston pin: 31.75x75.3; number of piston rings: 5
		URK
	R	2,385 G3
	M	2,385
	M	3,16
	SSF	6,335
	S	6,335
		→ 80 00157 1 1 ...

	93 961 700	Cyl. Ø: 91.48; KH: 61.63; MT: -18.89; MØ: 59.69; GL: 109.23; piston pin: 31.75x75.3; number of piston rings: 4
		GeC
	R	2,39 CR G3
	R	2,385 G3
	R	2,385 G3
	DSF	4,747 CR
		→ 80 00218 1 0 ...

	99 614 600	Cyl. Ø: 91.48; KH: 61.77; MT: -18.57; MØ: 55.9; GL: 109.37; piston pin: 31.75x75.3; number of piston rings: 5
		R 2,385 CR G6
	M	2,385
	NM	3,16
	DSF	6,335 CR
	D	6,335
		→ 80 00572 1 0 ...

	80 00157 1 1 000	Cyl. Ø: 91.48; Set: 1; [R CR 2.385] [R 2.385] [N 3.16] [DSF CR 6.35] [S 6.335]
	80 00218 1 0 000	Cyl. Ø: 91.48; Set: 1; [R G3 IF CR 2.39] [R G3 IF 2.385] [R G3 IF 2.385] [DSF CR 4.747]
	80 00572 1 0 000	Cyl. Ø: 91.48; Set: 1; [R G6 IW CR 2.385] [M IF 2.385] [NM 3.16] [DSF CR 6.335] [D 6.335]

	92 772 964	Piston: 92772600; Cylinder liner: 88552110
	93 961 970	Piston: 93961700; Cylinder liner: 88552110

cont...

P



	93 961 971	Piston: 93961700; Cylinder liner: 88363190
	99 614 960	Piston: 99614600; Cylinder liner: 88552110
	99 614 961	Piston: 99614600; Cylinder liner: 88363190
	99 614 962	Piston: 99614600; Cylinder liner: 89042190
	88 552 110	T - Dry cylinder liner; finished; A=93.67 C=96.7 L=216 H=3.76
	88 363 190	T - Dry cylinder liner; semi; A=93.713 C=96.7 L=216 H=3.76
	89 042 190	T - Dry cylinder liner; semi; A=93.97 C=96.7 L=216 H=3.76, with outside oversize .010'
	105-03364	EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III
	105-35471	EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III M +.8
	105-03363	IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III
	105-35470	IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III M +.8
	50 005 234	

	81-85007	IN; 12.72/ x 7.92 x 56.3 G1
	81-85005	IN/EX; 12.74/ x 8 x 62 G1

18 **91,48**

D 4.203 D AN 4 3335 cm³ 2V 40 kW 54 PS £18,6:1 126,9

	92 772 600	Cyl. Ø: 91.48; KH: 61.9; MT: -18.57; MØ: 55.9; GL: 109.5; piston pin: 31.75x75.3; number of piston rings: 5
	URK	
	R	2,385 G3
	M	2,385
	M	3,16
	SSF	6,335
	S	6,335
	→ 80 00157 1 1 ...	
	93 961 700	Cyl. Ø: 91.48; KH: 61.63; MT: -18.89; MØ: 59.69; GL: 109.23; piston pin: 31.75x75.3; number of piston rings: 4
	GeC	
	R	2,39 CR G3
	R	2,385 G3
	R	2,385 G3
	DSF	4,747 CR
	→ 80 00218 1 0 ...	
	99 614 600	Cyl. Ø: 91.48; KH: 61.77; MT: -18.57; MØ: 55.9; GL: 109.37; piston pin: 31.75x75.3; number of piston rings: 5
	R	2,385 CR G6
	M	2,385
	NM	3,16
	DSF	6,335 CR
	D	6,335
	→ 80 00572 1 0 ...	

	80 00157 1 1 000	Cyl. Ø: 91.48; Set: 1; [R CR 2.385] [R 2.385] [N 3.16] [DSF CR 6.35] [S 6.335]
	80 00218 1 0 000	Cyl. Ø: 91.48; Set: 1; [R G3 IF CR 2.39] [R G3 IF 2.385] [R G3 IF 2.385] [DSF CR 4.747]
	80 00572 1 0 000	Cyl. Ø: 91.48; Set: 1; [R G6 IW CR 2.385] [M IF 2.385] [NM 3.16] [DSF CR 6.335] [D 6.335]

	92 772 964	Piston: 92772600; Cylinder liner: 88552110
	93 961 970	Piston: 93961700; Cylinder liner: 88552110
	93 961 971	Piston: 93961700; Cylinder liner: 88363190
	99 614 960	Piston: 99614600; Cylinder liner: 88552110
	99 614 961	Piston: 99614600; Cylinder liner: 88363190
	99 614 962	Piston: 99614600; Cylinder liner: 89042190
	88 552 110	T - Dry cylinder liner; finished; A=93.67 C=96.7 L=216 H=3.76
	88 363 190	T - Dry cylinder liner; semi; A=93.713 C=96.7 L=216 H=3.76
	89 042 190	T - Dry cylinder liner; semi; A=93.97 C=96.7 L=216 H=3.76, with outside oversize .010'
	105-03364	EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III
	105-35471	EX; 33.4 x 7.9 x 114.3 x S - - 45° - 1 - III M +.8
	105-03363	IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III
	105-35470	IN; 39 x 7.9 x 114.3 x S - - 45° - 1 - III M +.8

	81-85007	IN; 12.72/ x 7.92 x 56.3 G1
	81-85005	IN/EX; 12.74/ x 8 x 62 G1

19 **91,48**

T 3.152.4 D A 3 2503 cm³ 2V 39-43 kW 53-59 PS 126,9

	88 552 110	T - Dry cylinder liner; finished; A=93.67 C=96.7 L=216 H=3.76
	88 363 190	T - Dry cylinder liner; semi; A=93.713 C=96.7 L=216 H=3.76
	89 042 190	T - Dry cylinder liner; semi; A=93.97 C=96.7 L=216 H=3.76, with outside oversize .010'

20 **92**

4.165 D AN 4 2710 cm³ 2V 37-48 kW 50-65 PS £21:1 101,6

	89 025 190	T - Dry cylinder liner; semi; A=96.83 C=101 L=191.3 H+F=3.85+0.7
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cont...



81-2021

IN/EX; 13.05/ x 8 x 53.5 G1

21



98,48



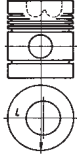
6.354

01.1968 → 06.1990 D AN 6 5794 cm³ 2V 69-82 kW 94-112 PS € 16:1 126,8



92 774 600

Cyl. Ø: 98.48; KH: 69.91; MT: -25.61; MØ: 54.1; GL: 120.71; piston pin: 34.925x84.1; number of piston rings: 5
GeC, URK



R 2,385 CR G3
M 2,39
M 2,39
S 6,34
S 6,34

→ 80 00161 1 0 ...



80 00161 1 0 000

Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M 2.39] [M 2.39] [S 6.34] [S 6.34]



92 774 961

Piston: 92774600; Cylinder liner: 88354190

92 774 962

Piston: 92774600; Cylinder liner: 88355190

92 774 963

Piston: 92774600; Cylinder liner: 88356110



88 356 110

T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1

88 354 190

T - Dry cylinder liner; semi; A=103.2 L=228.8

88 355 190

T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1



77 859 690

SET PL-B SEMI Ø 34.925 / 38.895 / 34.000 / St/B



105-03366

EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III

105-35473

EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M +1

105-03365

IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III

105-35472

IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M +1



81-85004

EX; 15.9/ x 9.53 x 61.1 G2

81-85003

IN; 15.9/ x 9.515 x 57.94 G2

50 005 231

22



98,48



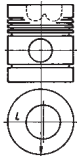
6.354 V

01.1970 → 12.1989 D AN 6 5794 cm³ 2V 87 kW 118 PS € 16:1 126,8



92 774 600

Cyl. Ø: 98.48; KH: 69.91; MT: -25.61; MØ: 54.1; GL: 120.71; piston pin: 34.925x84.1; number of piston rings: 5
GeC, URK



R 2,385 CR G3
M 2,39
M 2,39
S 6,34
S 6,34

→ 80 00161 1 0 ...



80 00161 1 0 000

Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M 2.39] [M 2.39] [S 6.34] [S 6.34]



92 774 961

Piston: 92774600; Cylinder liner: 88354190

92 774 962

Piston: 92774600; Cylinder liner: 88355190

92 774 963

Piston: 92774600; Cylinder liner: 88356110



88 356 110

T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1

88 354 190

T - Dry cylinder liner; semi; A=103.2 L=228.8

88 355 190

T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1



77 859 690

SET PL-B SEMI Ø 34.925 / 38.895 / 34.000 / St/B

23



98,48



6.354.2

D AN 6 5794 cm³ 2V 85 kW 115 PS € 16:1 126,8



88 356 110

T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1

88 354 190

T - Dry cylinder liner; semi; A=103.2 L=228.8

88 355 190

T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1



77 859 690

SET PL-B SEMI Ø 34.925 / 38.895 / 34.000 / St/B



105-03366

EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III

105-34025

EX; 36.6 x 9.5 x 123.2 x A - - 45° - 1 - III S +.07

105-35473

EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M +1

105-03365

IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III

105-35472

IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M +1

105-34026

IN; 44.2 x 9.9 x 122.8 x S - - 45° - 1 - III



81-85004

EX; 15.9/ x 9.53 x 61.1 G2

81-85003

IN; 15.9/ x 9.515 x 57.94 G2

P



24

98,48

	6.354.4	1969→12.1989	D AN 6	5794 cm ³	2V	77 kW	105 PS		126,8
	6.354.4	1969→12.1989	D AN 6	5794 cm ³	2V	77 kW	105 PS		126,8
	93 177 600	Cyl. Ø: 98.48; KH: 69.8; MT: -25.4; MØ: 54.1; GL: 120.6; piston pin: 34.925x84.1; number of piston rings: 3 RK, RTK R 2,385 CR G3 M 2,385 CR DSF 4,747 → 80 00337 1 0 ...							
	93 793 600	Cyl. Ø: 98.48; KH: 69.8; MT: -23.87; MØ: 54.1; GL: 120.6; piston pin: 34.925x84.1; number of piston rings: 3 RK, RTK R 2,385 CR G3 M 2,385 CR DSF 4,747							
	80 00337 1 0 000	Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M CR 2.385] [DSF 4.747]							
	93 177 960	Piston: 93177600; Cylinder liner: 88355190							
	93 177 961	Piston: 93177600; Cylinder liner: 88356110							
	93 793 960	Piston: 93793600; Cylinder liner: 88355190							
	88 356 110	T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1							
	88 354 190	T - Dry cylinder liner; semi; A=103.2 L=228.8							
	88 355 190	T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1							
	77 859 690	SET PL-B SEMI Ø 34.925 / 38.895 / 34.000 / St/B							
	105-03366	EX; 36.5 x 9.5 x 123.2 x A -- 45° - 1 - III				81-85004	EX; 15.9/ x 9.53 x 61.1 G2		
	105-35473	EX; 36.6 x 9.5 x 123.3 x A -- 45° - 1 - III M +1				81-85003	IN; 15.9/ x 9.515 x 57.94 G2		
	105-03365	IN; 44.2 x 9.5 x 122.8 x S -- 45° - 1 - III							
	105-35472	IN; 44.2 x 9.5 x 122.8 x S -- 45° - 1 - III M +1							

25

98,48

	4.212		D AN 4	3475 cm ³	2V	44-47 kW	60-64 PS		£ 15,5:1	114
	92 085 600	Cyl. Ø: 98.48; KH: 76.5; MT: -19.1; MØ: 59.7; GL: 127.3; piston pin: 34.925x84.2; number of piston rings: 4 R 2,385 CR G3 R 2,385 CR G3 M 2,39 M 2,39 DSF 6,34 CR → 80 00160 1 0 ...								
	80 00160 1 0 000	Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M 2.39] [M 2.39] [DSF CR 6.34]								
	92 085 960	Piston: 92085600; Cylinder liner: 88356110								
	92 085 961	Piston: 92085600; Cylinder liner: 88355190								
	88 356 110	T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1								
	88 354 190	T - Dry cylinder liner; semi; A=103.2 L=228.8								
	88 355 190	T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1								
	105-03366	EX; 36.5 x 9.5 x 123.2 x A -- 45° - 1 - III				81-85004	EX; 15.9/ x 9.53 x 61.1 G2			
	105-34025	EX; 36.6 x 9.5 x 123.2 x A -- 45° - 1 - III S +.07				81-85003	IN; 15.9/ x 9.515 x 57.94 G2			
	105-35473	EX; 36.6 x 9.5 x 123.3 x A -- 45° - 1 - III M +1								
	105-03365	IN; 44.2 x 9.5 x 122.8 x S -- 45° - 1 - III								
	105-35472	IN; 44.2 x 9.5 x 122.8 x S -- 45° - 1 - III M +1								
	105-34026	IN; 44.2 x 9.9 x 122.8 x S -- 45° - 1 - III								
	50 005 235									
	50 005 840									

P



TRW
EngineComponents



26

98,48

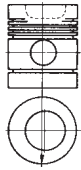


4.236

01.1974 → 06.1990 D AN 4 3864 cm³ 2V 48-60 kW 59-80 PS ξ 16:1 126,8



91 118 600



Cyl. \varnothing : 98.48; KH: 70.1; MT: -20.5; M \varnothing : 61; GL: 120.9; piston pin: 34.925x84.2; number of piston rings: 5

GeC, URK

SM 2,39 CR G3

M 2,39

M 2,39

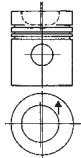
DSF 6,34 CR

S 6,34

→ **80 00162 1 0 ...**, **80 00162 1 1 ...**

exchangeable in sets against 93 592 600

93 592 600



Cyl. \varnothing : 98.48; KH: 70.25; MT: -20.35; M \varnothing : 61; GL: 121.05; piston pin: 34.925x84.1; number of piston rings: 3

GeC, RK, RTK

R 2,385 CR G3

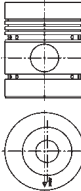
M 2,385 CR

DSF 4,747

→ **80 00337 1 0 ...**

1965→

99 629 600



Cyl. \varnothing : 98.48; KH: 70.35; MT: -20.2; M \varnothing : 61; GL: 120.7; piston pin: 34.925x84; number of piston rings: 5

URK

R 2,385 CR G6

R 2,385

NM 2,385

DSF 6,335 CR

D 6,335



80 00162 1 0 000

Cyl. \varnothing : 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [DSF CR 6.34] [S 6.34]

80 00162 1 1 000

Cyl. \varnothing : 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [S 6.34] [S 6.34]

80 00337 1 0 000

Cyl. \varnothing : 98.48; Set: 1; [R G3 IF CR 2.385] [M CR 2.385] [DSF 4.747], 1965→



91 118 961

Piston: 91118600; Cylinder liner: 88354190

91 118 962

Piston: 91118600; Cylinder liner: 88355190

91 118 963

Piston: 91118600; Cylinder liner: 88356110

91 118 964

Piston: 91118600; Cylinder liner: 89514190

93 592 961

Piston: 93592600; Cylinder liner: 88354190, 1965→

93 592 962

Piston: 93592600; Cylinder liner: 88355190, 1965→

93 592 963

Piston: 93592600; Cylinder liner: 88356110, 1965→

93 592 964

Piston: 93592600; Cylinder liner: 89514190, 1965→

99 629 960

Piston: 99629600; Cylinder liner: 88354190

99 629 961

Piston: 99629600; Cylinder liner: 88355190

99 629 962

Piston: 99629600; Cylinder liner: 88356110



88 356 110

T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1

88 354 190

T - Dry cylinder liner; semi; A=103.2 L=228.8

88 355 190

T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1

89 514 190

T - Dry cylinder liner; semi; A=104.28 C=107.442 L=226.44 H=3.861



77 669 690

SET PL-B SEMI \varnothing 34.925 / 38.895 / 34.000 / St/B



105-03366

EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III

105-34025

EX; 36.6 x 9.5 x 123.2 x A - - 45° - 1 - III S +.07

105-35473

EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M +1

105-03365

IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III

105-35472

IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M +1

105-35608

IN; 44.2 x 9.5 x 122.8 x S - Cr - 30° - 1 - III

105-34026

IN; 44.2 x 9.9 x 122.8 x S - - 45° - 1 - III



81-85004

EX; 15.9/ x 9.53 x 61.1 G2

81-85003

IN; 15.9/ x 9.515 x 57.94 G2



50 005 245

with pulley, with pulley

50 005 246



50 005 236

for engines with balancer shaft

50 005 252

50 005 237

for engines without balancer shaft

27

98,48



6.354.1

D AN 6 5794 cm³ 2V 71-82 kW 97-112 PS ξ 16:1 126,8



77 859 690

SET PL-B SEMI \varnothing 34.925 / 38.895 / 34.000 / St/B

P



28 **98,48**
A 4.212 01.1970 → 06.1990 D AN 4 3475 cm³ 2V 44 kW 60 PS £ 15,1:1 114

	92 085 600	Cyl. Ø: 98.48; KH: 76.5; MT: -19.1; MØ: 59.7; GL: 127.3; piston pin: 34.925x84.2; number of piston rings: 4 R 2,385 CR G3 R 2,385 CR G3 M 2,39 M 2,39 DSF 6,34 CR → 80 00160 1 0 ...
	80 00160 1 0 000	Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M 2.39] [M 2.39] [DSF CR 6.34]
	92 085 960	Piston: 92085600; Cylinder liner: 88356110
	92 085 961	Piston: 92085600; Cylinder liner: 88355190
	88 356 110	T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1, →mot. 212 UA 87004
	88 354 190	T - Dry cylinder liner; semi; A=103.2 L=228.8
	88 355 190	T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1, →mot. 212 UA 87004
	105-03366	EX; 36.5 x 9.5 x 123.2 x A -- 45° - 1 - III
	105-35473	EX; 36.6 x 9.5 x 123.3 x A -- 45° - 1 - III M + 1
	105-03365	IN; 44.2 x 9.5 x 122.8 x S -- 45° - 1 - III
	105-35472	IN; 44.2 x 9.5 x 122.8 x S -- 45° - 1 - III M + 1
	50 005 235	

29 **98,48**
A 4.236 01.1974 → 06.1990 D AN 4 3864 cm³ 2V 37-65 kW 50-89 PS £ 16:1 126,8

	91 118 600	Cyl. Ø: 98.48; KH: 70.1; MT: -20.5; MØ: 61; GL: 120.9; piston pin: 34.925x84.2; number of piston rings: 5 GeC, URK SM 2,39 CR G3 M 2,39 M 2,39 DSF 6,34 CR S 6,34 → 80 00162 1 0 ... , 80 00162 1 1 ... exchangeable in sets against 93 592 600
	93 592 600	Cyl. Ø: 98.48; KH: 70.25; MT: -20.35; MØ: 61; GL: 121.05; piston pin: 34.925x84.1; number of piston rings: 3 GeC, RK, RTK R 2,385 CR G3 M 2,385 CR DSF 4,747 → 80 00337 1 0 ... 1965→
	99 629 600	Cyl. Ø: 98.48; KH: 70.35; MT: -20.2; MØ: 61; GL: 120.7; piston pin: 34.925x84; number of piston rings: 5 URK R 2,385 CR G6 R 2,385 NM 2,385 DSF 6,335 CR D 6,335
	80 00162 1 0 000	Cyl. Ø: 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [DSF CR 6.34] [S 6.34]
	80 00162 1 1 000	Cyl. Ø: 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [S 6.34] [S 6.34]
	80 00337 1 0 000	Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M CR 2.385] [DSF 4.747], 1965→
	91 118 961	Piston: 91118600; Cylinder liner: 88354190
	91 118 962	Piston: 91118600; Cylinder liner: 88355190
	91 118 963	Piston: 91118600; Cylinder liner: 88356110
	91 118 964	Piston: 91118600; Cylinder liner: 89514190
	93 592 961	Piston: 93592600; Cylinder liner: 88354190, 1965→
	93 592 962	Piston: 93592600; Cylinder liner: 88355190, 1965→
	93 592 963	Piston: 93592600; Cylinder liner: 88356110, 1965→
	93 592 964	Piston: 93592600; Cylinder liner: 89514190, 1965→
	99 629 960	Piston: 99629600; Cylinder liner: 88354190
	99 629 961	Piston: 99629600; Cylinder liner: 88355190
	99 629 962	Piston: 99629600; Cylinder liner: 88356110

cont...



TRW
EngineComponents

PIERBURG

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PERKINS

	88 356 110	T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1	
	88 354 190	T - Dry cylinder liner; semi; A=103.2 L=228.8	
	88 355 190	T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1	
	89 514 190	T - Dry cylinder liner; semi; A=104.28 C=107.442 L=226.44 H=3.861	
	77 669 690	SET PL-B SEMI Ø 34.925 / 38.895 / 34.000 / St/B	
	105-03366	EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III	81-85004 EX; 15.9/ x 9.53 x 61.1 G2
	105-35473	EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M +1	81-85003 IN; 15.9/ x 9.515 x 57.94 G2
	105-03365	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III	
	105-35472	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M +1	
	105-35608	IN; 44.2 x 9.5 x 122.8 x S - Cr - 30° - 1 - III	

30 **98,48**

A 6.354.1 D A 6 5794 cm³ 2V 71-82 kW 97-112 PS ϵ 16:1 126,8

	92 774 600	Cyl. Ø: 98.48; KH: 69.91; MT: -25.61; MØ: 54.1; GL: 120.71; piston pin: 34.925x84.1; number of piston rings: 5 GeC, URK
		R 2,385 CR G3
		M 2,39
		M 2,39
		S 6,34
		S 6,34
	80 00161 1 0 000	Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M 2.39] [M 2.39] [S 6.34] [S 6.34]

	92 774 961	Piston: 92774600; Cylinder liner: 88354190
	92 774 962	Piston: 92774600; Cylinder liner: 88355190
	92 774 963	Piston: 92774600; Cylinder liner: 88356110
	88 356 110	T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1
	88 354 190	T - Dry cylinder liner; semi; A=103.2 L=228.8
	88 355 190	T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1
	77 862 690	SET PL-B SEMI Ø 38.100 / 42.069 / 34.000 / St/B

31 **98,48**

A 6.354.2 D A 6 5794 cm³ 2V 74 kW 100 PS ϵ 16:1 126,8

	88 356 110	T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1
	88 354 190	T - Dry cylinder liner; semi; A=103.2 L=228.8
	88 355 190	T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1
	77 862 690	SET PL-B SEMI Ø 38.100 / 42.069 / 34.000 / St/B

32 **98,48**

A 6.354.4 D A 6 5794 cm³ 2V 67-87 kW 91-118 PS ϵ 16:1 126,8

A 6.354.4 D A 6 5794 cm³ 2V 67-87 kW 91-118 PS ϵ 16:1 126,8

	93 793 600	Cyl. Ø: 98.48; KH: 69.8; MT: -23.87; MØ: 54.1; GL: 120.6; piston pin: 34.925x84.1; number of piston rings: 3 RK, RTK
		R 2,385 CR G3
		M 2,385 CR
		DSF 4,747
	93 793 960	Piston: 93793600; Cylinder liner: 88355190
	88 356 110	T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1
	88 354 190	T - Dry cylinder liner; semi; A=103.2 L=228.8
	88 355 190	T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1
	77 862 690	SET PL-B SEMI Ø 38.100 / 42.069 / 34.000 / St/B
	50 005 239	
	50 005 240	

P



33 **98,48**
AD 4.236 1961 → D AN 4 3864 cm³ 2V 48-60 kW 59-80 PS £ 16:1 126,8

	91 118 600	Cyl. Ø: 98.48; KH: 70.1; MT: -20.5; MØ: 61; GL: 120.9; piston pin: 34.925x84.2; number of piston rings: 5 GeC, URK SM 2,39 CR G3 M 2,39 M 2,39 DSF 6,34 CR S 6,34 → 80 00162 1 0 ... , 80 00162 1 1 ... exchangeable in sets against 93 592 600
	93 592 600	Cyl. Ø: 98.48; KH: 70.25; MT: -20.35; MØ: 61; GL: 121.05; piston pin: 34.925x84.1; number of piston rings: 3 GeC, RK, RTK R 2,385 CR G3 M 2,385 CR DSF 4,747 → 80 00337 1 0 ...
	99 629 600	Cyl. Ø: 98.48; KH: 70.35; MT: -20.2; MØ: 61; GL: 120.7; piston pin: 34.925x84; number of piston rings: 5 URK R 2,385 CR G6 R 2,385 NM 2,385 DSF 6,335 CR D 6,335

	80 00162 1 0 000	Cyl. Ø: 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [DSF CR 6.34] [S 6.34]
	80 00162 1 1 000	Cyl. Ø: 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [S 6.34] [S 6.34]
	80 00337 1 0 000	Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M CR 2.385] [DSF 4.747]

	91 118 961	Piston: 91118600; Cylinder liner: 88354190
	91 118 962	Piston: 91118600; Cylinder liner: 88355190
	91 118 963	Piston: 91118600; Cylinder liner: 88356110
	91 118 964	Piston: 91118600; Cylinder liner: 89514190
	93 592 961	Piston: 93592600; Cylinder liner: 88354190
	93 592 962	Piston: 93592600; Cylinder liner: 88355190
	93 592 963	Piston: 93592600; Cylinder liner: 88356110
	93 592 964	Piston: 93592600; Cylinder liner: 89514190
	99 629 960	Piston: 99629600; Cylinder liner: 88354190
	99 629 961	Piston: 99629600; Cylinder liner: 88355190
99 629 962	Piston: 99629600; Cylinder liner: 88356110	
	88 356 110	T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1
	88 354 190	T - Dry cylinder liner; semi; A=103.2 L=228.8
	88 355 190	T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1
	89 514 190	T - Dry cylinder liner; semi; A=104.28 C=107.442 L=226.44 H=3.861
	77 669 690	SET PL-B SEMI Ø 34.925 / 38.895 / 34.000 / St/B

34 **98,48**
AT 4.236 D A 4 3864 cm³ 2V 66-68 kW 90-93 PS £ 15,25:1 126,8

	80 00320 1 0 000	Cyl. Ø: 98.48; Set: 1; [T6 G6 MO 3.16] [M CR 2.385] [DSF CR 4.747]
	88 356 110	T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1
	88 354 190	T - Dry cylinder liner; semi; A=103.2 L=228.8
	88 355 190	T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1
	89 514 190	T - Dry cylinder liner; semi; A=104.28 C=107.442 L=226.44 H=3.861
	77 760 690	SET PL-B SEMI Ø 38.100 / 42.069 / 34.000 / St/B



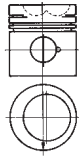
TRW
EngineComponents

PIERBURG

PERKINS

35 **98,48**

AT 6.354.4 D A 6 5794 cm³ 2V 88-119 kW 120-162 PS ξ 16:1 126,8



93 288 600 Cyl. \varnothing : 98.48; KH: 69.82; MT: -18.82; M \varnothing : 66.7; GL: 107.82; piston pin: 38.1x82.8; number of piston rings: 3
RK, RTK, TPL
T6 3,16 MO G6
M 2,39
DSF 4,747 CR
→ **80 00355 1 0 ...**



80 00355 1 0 000 Cyl. \varnothing : 98.48; Set: 1; [T6 G6 MO 3.16] [M 2.39] [DSF CR 4.747]



93 288 960 Piston: 93288600; Cylinder liner: 88355190

93 288 961 Piston: 93288600; Cylinder liner: 88356110



88 356 110 T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1

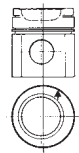
88 355 190 T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1



77 862 690 SET PL-B SEMI \varnothing 38.100 / 42.069 / 34.000 / St/B

36 **98,48**

T 4.236 01.1984 → D A 4 3864 cm³ 2V 49 kW 66 PS ξ 15,25:1 126,8



93 801 600 Cyl. \varnothing : 98.48; KH: 70.25; MT: -20.09; M \varnothing : 60.9; GL: 108.25; piston pin: 38.1x82.8; number of piston rings: 3
RK, RTK, TPL
T6 3,16 MO G6
M 2,385 CR
DSF 4,747 CR
→ **80 00320 1 0 ...**



80 00320 1 0 000 Cyl. \varnothing : 98.48; Set: 1; [T6 G6 MO 3.16] [M CR 2.385] [DSF CR 4.747]



93 801 962 Piston: 93801600; Cylinder liner: 88355190

93 801 963 Piston: 93801600; Cylinder liner: 88356110



88 356 110 T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1

88 354 190 T - Dry cylinder liner; semi; A=103.2 L=228.8

88 355 190 T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1

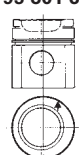
89 514 190 T - Dry cylinder liner; semi; A=104.28 C=107.442 L=226.44 H=3.861



77 760 690 SET PL-B SEMI \varnothing 38.100 / 42.069 / 34.000 / St/B

37 **98,48**

T 4.38 D A 4 3864 cm³ 2V 58-72 kW 79-98 PS ξ 15,25:1 126,8



93 801 600 Cyl. \varnothing : 98.48; KH: 70.25; MT: -20.09; M \varnothing : 60.9; GL: 108.25; piston pin: 38.1x82.8; number of piston rings: 3
RK, RTK, TPL
T6 3,16 MO G6
M 2,385 CR
DSF 4,747 CR
→ **80 00320 1 0 ...**



80 00320 1 0 000 Cyl. \varnothing : 98.48; Set: 1; [T6 G6 MO 3.16] [M CR 2.385] [DSF CR 4.747]



93 801 962 Piston: 93801600; Cylinder liner: 88355190

93 801 963 Piston: 93801600; Cylinder liner: 88356110



88 356 110 T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1

88 355 190 T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1

38 **98,48**

T 6.354 03.1972 → 02.1989 D A 6 5794 cm³ 2V 114 kW 155 PS ξ 16:1 126,8
 T 6.354.1 10.1973 → 10.1974 D A 6 5794 cm³ 2V 119 kW 162 PS ξ 16:1 126,8



77 862 690 SET PL-B SEMI \varnothing 38.100 / 42.069 / 34.000 / St/B



105-03366 EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III

105-35473 EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M +1

105-03365 IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III

105-35472 IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M +1



81-85004

81-85003

EX; 15.9/ x 9.53 x 61.1 G2

IN; 15.9/ x 9.515 x 57.94 G2



TRW
EngineComponents

PIERBURG

PIERBURG
PERKINS

39		98,48											
	T 6.354.2	1960 →	D A 6	5794 cm ³	2V	119 kW	162 PS	£ 16:1		126,8			
	77 862 690	SET PL-B SEMI Ø 38.100 / 42.069 / 34.000 / St/B											
	105-03366	EX; 36.5 x 9.5 x 123.2 x A -- 45° - 1 - III						81-85004	EX; 15.9/ x 9.53 x 61.1 G2				
	105-35473	EX; 36.6 x 9.5 x 123.3 x A -- 45° - 1 - III M +1						81-85003	IN; 15.9/ x 9.515 x 57.94 G2				
	105-03365	IN; 44.2 x 9.5 x 122.8 x S -- 45° - 1 - III											
	105-35472	IN; 44.2 x 9.5 x 122.8 x S -- 45° - 1 - III M +1											
	50 005 232												
40		98,48											
	T 6.354.3	1960 →	D A 6	5794 cm ³	2V	119 kW	162 PS	£ 16:1		126,8			
	88 356 110	T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1											
	88 354 190	T - Dry cylinder liner; semi; A=103.2 L=228.8											
	88 355 190	T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1											
	77 862 690	SET PL-B SEMI Ø 38.100 / 42.069 / 34.000 / St/B											
	105-03366	EX; 36.5 x 9.5 x 123.2 x A -- 45° - 1 - III						81-85004	EX; 15.9/ x 9.53 x 61.1 G2				
	105-35473	EX; 36.6 x 9.5 x 123.3 x A -- 45° - 1 - III M +1						81-85003	IN; 15.9/ x 9.515 x 57.94 G2				
	105-03365	IN; 44.2 x 9.5 x 122.8 x S -- 45° - 1 - III											
	105-35472	IN; 44.2 x 9.5 x 122.8 x S -- 45° - 1 - III M +1											
41		98,48											
	T 6.354.4	06.1977 → 02.1989	D A 6	5794 cm ³	2V	119 kW	162 PS	£ 16:1		126,8			
	93 288 600	Cyl. Ø: 98.48; KH: 69.82; MT: -18.82; MØ: 66.7; GL: 107.82; piston pin: 38.1x82.8; number of piston rings: 3 RK, RTK, TPL T6 3,16 MO G6 M 2,39 DSF 4,747 CR → 80 00355 1 0 ...											
	80 00355 1 0 000	Cyl. Ø: 98.48; Set: 1; [T6 G6 MO 3.16] [M 2.39] [DSF CR 4.747]											
	93 288 960	Piston: 93288600; Cylinder liner: 88355190											
	93 288 961	Piston: 93288600; Cylinder liner: 88356110											
	88 356 110	T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1											
	88 355 190	T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1											
	77 862 690	SET PL-B SEMI Ø 38.100 / 42.069 / 34.000 / St/B											
	105-03366	EX; 36.5 x 9.5 x 123.2 x A -- 45° - 1 - III						81-85004	EX; 15.9/ x 9.53 x 61.1 G2				
	105-35473	EX; 36.6 x 9.5 x 123.3 x A -- 45° - 1 - III M +1						81-85003	IN; 15.9/ x 9.515 x 57.94 G2				
	105-03365	IN; 44.2 x 9.5 x 122.8 x S -- 45° - 1 - III											
	105-35472	IN; 44.2 x 9.5 x 122.8 x S -- 45° - 1 - III M +1											
42		100											
	1004-40TA	02.2001 →	D LA 4	3990 cm ³	2V	88 kW	120 PS	£ 17,25:1		127,3			
	1006-6TA		D LA 6	5984 cm ³	2V	154 kW	209 PS	£ 17,3:1		127,3			
	1006-6TW	05.2000 →	D LA 6	5984 cm ³	2V	136 kW	183 PS	£ 16:1		127,3			
	105-35610	EX; 41 x 9 x 123 x A/S - Cr - 45° - VS - 1 - III						81-85002	EX; 14.04/ x 9 x 51.3 G1				
	105-35609	IN; 43 x 9 x 123 x A/S - Cr - 45° - VS - 1 - III						81-85001	IN; 13.04/ x 9 x 51.3 G1				
43		100											
	1004-42		D AN 4	3990 cm ³	2V	64 kW	87 PS	£ 16,5:1		127,3			
	105-35612	EX; 42 x 9 x 124.1 x A/S - Cr - 45° - 1 - III						81-85002	EX; 14.04/ x 9 x 51.3 G1				
	105-35611	IN; 45 x 9 x 124.1 x A/S - Cr - 45° - 1 - III						81-85001	IN; 13.04/ x 9 x 51.3 G1				
44		100											
	1004-4T (59 kW)		D A 4	3990 cm ³	2V	59 kW	80 PS	£ 17,25:1		127,3			
	1004-4T (70 kW)		D A 4	3990 cm ³	2V	70 kW	95 PS	£ 17,25:1		127,3			
	105-35610	EX; 41 x 9 x 123 x A/S - Cr - 45° - VS - 1 - III											
	105-35609	IN; 43 x 9 x 123 x A/S - Cr - 45° - VS - 1 - III											



45



100



1106C-E60TA Euro 2

09.2001 →

D LA 6

5984 cm³

2V

88-130 kW

120-175 PS

⊗ 17,25:1

127,3



94 543 600



Cyl. Ø: 100; KH: 70.266; MT: -21.75; MØ: 52.8; GL: 108.23; piston pin: 39.7x78; number of piston rings: 3

RTK, TPL

T6 3,5 MO G6

NM 2,5 G3

DSF 3,5 CR

→ **80 00438 1 0 ...**



80 00438 1 0 000

Cyl. Ø: 100; Set: 1; [T6 G6 IW MO 3.5] [NM G3 2.5] [DSF CR 3.5]



94 543 960

Piston: 94543600; Cylinder liner: 89320190

94 543 961

Piston: 94543600; Cylinder liner: 89527190

94 543 962

Piston: 94543600; Cylinder liner: 89555190

94 543 963

Piston: 94543600; Cylinder liner: 89320110



89 320 110

- finished; A=104.28 C=107.442 L=226.6 H=3.861

89 320 190

T - Dry cylinder liner; semi; A=104.28 C=107.442 L=226.44 H=3.861

89 527 190

T - Dry cylinder liner; semi; A=104.28 C=107.442 L=227.4 H+F=3.86+0.85

89 555 190

T - Dry cylinder liner; semi; A=104.534 C=107.442 L=227.4 H+F=3.86+0.85

46



100



T 4.40

06.1992 →

D LA 4

3990 cm³

2V

82-88 kW

112-120 PS

127,3

T 4.40 Euro 1

06.1992 →

D LA 4

3990 cm³

2V

82-88 kW

112-120 PS

127,3

T 4.40 Euro 2

06.1992 →

D LA 4

3990 cm³

2V

82-88 kW

112-120 PS

127,3



93 267 600



Cyl. Ø: 100; KH: 70.3; MT: -21.75; MØ: 52.8; GL: 108.23; piston pin: 39.7x78; number of piston rings: 3

RTK

T6 3,5 MO G6

NM 2,5 G3

DSF 4 CR

→ **80 00316 1 0 ...**



94 543 600



Cyl. Ø: 100; KH: 70.266; MT: -21.75; MØ: 52.8; GL: 108.23; piston pin: 39.7x78; number of piston rings: 3

RTK, TPL

T6 3,5 MO G6

NM 2,5 G3

DSF 3,5 CR

→ **80 00438 1 0 ...**



80 00316 1 0 000

Cyl. Ø: 100; Set: 1; [T6 G6 IW MO 3.5] [NM G3 2.5] [DSF CR 4]



80 00438 1 0 000

Cyl. Ø: 100; Set: 1; [T6 G6 IW MO 3.5] [NM G3 2.5] [DSF CR 3.5]



93 267 960

Piston: 93267600; Cylinder liner: 89320190

93 267 961

Piston: 93267600; Cylinder liner: 89527190, 1995→

93 267 962

Piston: 93267600; Cylinder liner: 89555190, 1995→

94 543 960

Piston: 94543600; Cylinder liner: 89320190

94 543 961

Piston: 94543600; Cylinder liner: 89527190

94 543 962

Piston: 94543600; Cylinder liner: 89555190

94 543 963

Piston: 94543600; Cylinder liner: 89320110



89 320 110

- finished; A=104.28 C=107.442 L=226.6 H=3.861

89 320 190

T - Dry cylinder liner; semi; A=104.28 C=107.442 L=226.44 H=3.861

89 527 190

T - Dry cylinder liner; semi; A=104.28 C=107.442 L=227.4 H+F=3.86+0.85

89 555 190

T - Dry cylinder liner; semi; A=104.534 C=107.442 L=227.4 H+F=3.86+0.85



105-35460

EX; 37.4 x 9.5 x 123.3 x A/S - Cr - 45° - 1 - III

105-35459

IN; 45.1 x 9.5 x 122.85 x A/S - Cr - 45° - 1 - III

P



47		100							
		T 6.60	04.1994 →	D LA 6	5984 cm ³	2V	88 kW	120 PS	127,3
		T 6.60 Euro 2	04.1994 →	D LA 6	5984 cm ³	2V	88 kW	120 PS	127,3
		T 6.60 Euro 1	04.1994 →	D LA 6	5984 cm ³	2V	88 kW	120 PS	127,3

	93 267 600	Cyl. Ø: 100; KH: 70.3; MT: -21.75; MØ: 52.8; GL: 108.23; piston pin: 39.7x78; number of piston rings: 3 RTK T6 3,5 MO G6 NM 2,5 G3 DSF 4 CR → 80 00316 1 0 ... 1995→
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	94 543 600	Cyl. Ø: 100; KH: 70.266; MT: -21.75; MØ: 52.8; GL: 108.23; piston pin: 39.7x78; number of piston rings: 3 RTK, TPL T6 3,5 MO G6 NM 2,5 G3 DSF 3,5 CR → 80 00438 1 0 ...
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	80 00316 1 0 000	Cyl. Ø: 100; Set: 1; [T6 G6 IW MO 3.5] [NM G3 2.5] [DSF CR 4]
	80 00438 1 0 000	Cyl. Ø: 100; Set: 1; [T6 G6 IW MO 3.5] [NM G3 2.5] [DSF CR 3.5]

	93 267 960	Piston: 93267600; Cylinder liner: 89320190, 1995→
	93 267 961	Piston: 93267600; Cylinder liner: 89527190, 1995→
	93 267 962	Piston: 93267600; Cylinder liner: 89555190, 1995→
	94 543 960	Piston: 94543600; Cylinder liner: 89320190
	94 543 961	Piston: 94543600; Cylinder liner: 89527190
	94 543 962	Piston: 94543600; Cylinder liner: 89555190
	94 543 963	Piston: 94543600; Cylinder liner: 89320110

	89 320 110	- finished; A=104.28 C=107.442 L=226.6 H=3.861
	89 320 190	T - Dry cylinder liner; semi; A=104.28 C=107.442 L=226.44 H=3.861
	89 527 190	T - Dry cylinder liner; semi; A=104.28 C=107.442 L=227.4 H+F=3.86+0.85
	89 555 190	T - Dry cylinder liner; semi; A=104.534 C=107.442 L=227.4 H+F=3.86+0.85

48		4.248	01.1970 → 06.1990	D AN 4	4064 cm ³	2V	53-66 kW	72-90 PS	ε 16:1	126,8
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	92 144 800	Cyl. Ø: 101.054; KH: 70.1; MT: -20.5; MØ: 61; GL: 120.9; piston pin: 34.925x84.2; number of piston rings: 4 GeC R 2,385 CR G6 R 2,385 CR G6 R 2,385 CR G6 DSF 6,335 CR → 80 00163 1 0 ... , 80 00163 4 0 ... exchangeable in sets against 93 569 600
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	93 569 600	Cyl. Ø: 101.06; KH: 70.02; MT: -20.77; MØ: 61.45; GL: 120.82; piston pin: 34.925x84.1; number of piston rings: 3 RK R 2,5 MO G6 M 2,5 DSF 5 CR → 80 00339 1 0 ... 05.1982→
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	80 00163 1 0 000	Cyl. Ø: 101.05; Set: 1; [R G6 CR 2.385] [R G6 IW CR 2.385] [R G6 IW CR 2.385] [DSF CR 6.335]
	80 00339 1 0 000	Cyl. Ø: 101.06; Set: 1; [R G6 MO 2.5] [M 2.5] [DSF CR 5]
	80 00163 4 0 000	Cyl. Ø: 101.05; Set: 4; [R G6 CR 2.385] [R G6 IW CR 2.385] [R G6 IW CR 2.385] [DSF CR 6.335]

	92 144 980	Piston: 92144800; Cylinder liner: 88587190
	92 144 981	Piston: 92144800; Cylinder liner: 89022190
	93 569 961	Piston: 93569600; Cylinder liner: 89022190

	88 587 190	T - Dry cylinder liner; semi; A=103.21 L=223.9
	89 022 190	T - Dry cylinder liner; semi; A=104.2 C=107.4 L=227.2 H+F=3.8+0.85

	105-03366	EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III		81-85004	EX; 15.9/ x 9.53 x 61.1 G2
	105-35473	EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M + 1		81-85003	IN; 15.9/ x 9.515 x 57.94 G2
	105-03365	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III			
	105-35472	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M + 1			

	50 005 840	
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49		101,054								
	4.248.2	1969 → 04.1982	D AN 4	4064 cm ³	2V	60 kW	82 PS	⊗ 18.1		126,8

	93 368 600	Cyl. Ø: 101.06; KH: 70.44; MT: -24.44; MØ: 39.5; GL: 121.24; piston pin: 34.925x84.1; number of piston rings: 3 Lox, RK R 2,5 MO G6 M 2,5 DSF 5 CR → 80 00339 1 0 ... 1981→								
	80 00339 1 0 000	Cyl. Ø: 101.06; Set: 1; [R G6 MO 2.5] [M 2.5] [DSF CR 5], 1981→								
	93 368 960	Piston: 93368600; Cylinder liner: 88587190, 1981→								
	93 368 961	Piston: 93368600; Cylinder liner: 89022190, 1981→								
	88 587 190	T - Dry cylinder liner; semi; A=103.21 L=223.9								
	89 022 190	T - Dry cylinder liner; semi; A=104.2 C=107.4 L=227.2 H+F=3.8+0.85								
	105-03366	EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III		81-85004	EX; 15.9/ x 9.53 x 61.1 G2					
	105-34025	EX; 36.6 x 9.5 x 123.2 x A - - 45° - 1 - III S +.07		81-85003	IN; 15.9/ x 9.515 x 57.94 G2					
	105-35473	EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M + 1								
	105-03365	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III								
	105-35472	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M + 1								
	105-34026	IN; 44.2 x 9.9 x 122.8 x S - - 45° - 1 - III								
	50 005 840									

50		101,054								
	6.372	01.1970 → 12.1989	D AN 6	6100 cm ³	2V	87 kW	118 PS	⊗ 16:1		126,8
	6.372.4	1969 →	D AN 6	6100 cm ³	2V	82-87 kW	112-118 PS	⊗ 16:1		126,8

	93 175 600	Cyl. Ø: 101.054; KH: 70.3; MT: -26; MØ: 54.1; GL: 121.1; piston pin: 34.925x84; number of piston rings: 4 R 2,385 R 2,385 R 2,385 DSF 6,335 CR								
	93 175 960	Piston: 93175600; Cylinder liner: 89022190								
	93 175 961	Piston: 93175600; Cylinder liner: 88587190								
	88 587 190	T - Dry cylinder liner; semi; A=103.21 L=223.9								
	89 022 190	T - Dry cylinder liner; semi; A=104.2 C=107.4 L=227.2 H+F=3.8+0.85								
	105-03366	EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III		81-85004	EX; 15.9/ x 9.53 x 61.1 G2					
	105-35473	EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M + 1		81-85003	IN; 15.9/ x 9.515 x 57.94 G2					
	105-03365	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III								
	105-35472	IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M + 1								

51		105								
	1103A-33TG1	D A 3	3300 cm ³	2V	42-54 kW	57-73 PS	⊗ 17,25:1		127	
	1104C-E44T Euro 2	D A 4	4400 cm ³	2V	60-85 kW	82-116 PS	⊗ 18,23:1		127	
	1104C-E44TA Euro 2	D LA 4	4400 cm ³	2V	82-106 kW	110-142 PS	⊗ 19,3:1		127	
	1106D-E66TA Euro 3	D LA 6	6600 cm ³	4V	90-205 kW	122-279 PS	⊗ 16,7:1		127	

	40 234 600	Cyl. Ø: 105; KH: 70.116; MT: -22.04; MØ: 55.21; GL: 108.05; piston pin: 39.7x78; number of piston rings: 3 40 234 610 105,50 RTK, TPL T15 3,5 MO G6 M 2,5 G3 DSF 3,5 CR → 80 00565 1 0 ...								
	80 00565 1 0 000	Cyl. Ø: 105; Set: 1; [T15 G6 MO 3.5] [M G3 IFU 2.5] [DSF CR 3.5] 80 00565 1 0 050 105,50								



TRW
EngineComponents

PIERBURG

PERKINS

52	105								
	1103B-33 Euro 1		D AN 3	3300 cm ³	2V	40-43 kW	54-58 PS	£ 19,25:1	127
	1103B-33T Euro 1		D A 3	3300 cm ³	2V	49 kW	66 PS	£ 19,25:1	127
	1103C-33 Euro 2	2004→	D AN 3	3300 cm ³	2V	39-43 kW	53-58 PS	£ 19,25:1	127
	1103C-33G1		D AN 3	3300 cm ³	2V	30-34 kW	41-46 PS	£ 19,25:1	127
	1103C-33G2		D AN 3	3300 cm ³	2V	27-34 kW	37-46 PS	£ 19,25:1	127
	1103C-33G3		D AN 3	3300 cm ³	2V	27-30 kW	37-41 PS	£ 19,25:1	127
	1103C-33TG2		D A 3	3300 cm ³	2V	42-59 kW	57-80 PS	£ 18,2:1	127
	1103C-33TG3		D A 3	3300 cm ³	2V	42-47 kW	57-64 PS	£ 18,2:1	127
	1104A-44 Euro 0		D AN 4	4400 cm ³	2V	50-64 kW	67-84 PS	£ 19,3:1	127
	1104A-44T Euro 0		D A 4	4400 cm ³	2V	73-80 kW	99-108 PS	£ 18,23:1	127
	1104A-44TG1 Euro 0		D A 4	4400 cm ³	2V	58-76 kW	79-103 PS	£ 17,25:1	127
	1104A-44TG2 Euro 0		D A 4	4400 cm ³	2V	72-90 kW	98-122 PS	£ 17,25:1	127
	1104D-E44TAG1 Euro 3		D LA 4	4400 cm ³	2V	80-89 kW	109-121 PS	£ 16,2:1	127
	1104D-E44TAG2 Euro 3		D LA 4	4400 cm ³	2V	100-112 kW	136-152 PS	£ 16,2:1	127
	1104D-E44TG1 Euro 3		D A 4	4400 cm ³	2V	72 kW	96 PS	£ 18,2:1	127
	1104D-44T Euro 3		D A 4	4400 cm ³	2V	56-75 kW	74-102 PS	£ 16,2:1	127
	1104D-44TA Euro 3		D LA 4	4400 cm ³	2V	74-83 kW	100-111 PS	£ 16,2:1	127
	1104D-44TG1 Euro 3		D A 4	4400 cm ³	2V	63 kW	85 PS	£ 18,2:1	127

105-35625 EX; 41.6 x 9 x 129.2 x A/S - Cr - 30° - 9 -

RK-9H

105-35624 IN; 46.3 x 9 x 129.2 x S - Ni - 30° - 9 -

53	105								
	1103C-33T Euro 2	2004→	D A 3	3300 cm ³	2V	47-55 kW	64-75 PS	£ 19,25:1	127
	1104D-E44T Euro 3		D LA 4	4400 cm ³	2V	55-75 kW	75-102 PS	£ 16,2:1	127
	1104D-E44TA Euro 3		D LA 4	4400 cm ³	2V	75-106 kW	102-144 PS	£ 16,2:1	127

40 234 600 Cyl. Ø: 105; KH: 70.116; MT: -22.04; MØ: 55.21; GL: 108.05; piston pin: 39.7x78; number of piston rings: 3
40 234 610 105,50
 RTK, TPL
 T15 3,5 MO G6
 M 2,5 G3
 DSF 3,5 CR
 → 80 00565 1 0 ...

80 00565 1 0 000 Cyl. Ø: 105; Set: 1; [T15 G6 MO 3.5] [M G3 IFU 2.5] [DSF CR 3.5]
80 00565 1 0 050 105,50

105-35625 EX; 41.6 x 9 x 129.2 x A/S - Cr - 30° - 9 -

RK-9H

105-35624 IN; 46.3 x 9 x 129.2 x S - Ni - 30° - 9 -

54	105								
	1104C-E44 Euro 2		D AN 4	4400 cm ³	2V	50-64 kW	67-84 PS	£ 19,3:1	127

40 235 600 Cyl. Ø: 105; KH: 70.116; MT: -22.44; MØ: 51.28; GL: 108.05; piston pin: 39.7x70; number of piston rings: 3
40 235 610 105,50
 TPL
 R 2,5 MO G6
 M 2,5 G3
 DSF 3,5 CR
 → 80 00564 1 0 ...

80 00564 1 0 000 Cyl. Ø: 105; Set: 1; [R G6 MO 2.5] [M G3 IFU 2.5] [DSF CR 3.5]
80 00594 1 0 000 Cyl. Ø: 84; Set: 1; [R ST IF CK 2] [M IW 1.5] [DSF ST NT 3]

55	105								
	1104D-44 Euro 3		D AN 4	4400 cm ³	2V	54-56 kW	73-75 PS	£ 16,2:1	127

40 235 600 Cyl. Ø: 105; KH: 70.116; MT: -22.44; MØ: 51.28; GL: 108.05; piston pin: 39.7x70; number of piston rings: 3
40 235 610 105,50
 TPL
 R 2,5 MO G6
 M 2,5 G3
 DSF 3,5 CR
 → 80 00564 1 0 ...

cont...



TRW
EngineComponents



80 00564 1 0 000 Cyl. Ø: 105; Set: 1; [R G6 MO 2.5] [M G3 IFU 2.5] [DSF CR 3.5]

80 00594 1 0 000 Cyl. Ø: 84; Set: 1; [R ST IF CK 2] [M IW 1.5] [DSF ST NT 3]



105-35625 EX; 41.6 x 9 x 129.2 x A/S - Cr - 30° - 9 -



RK-9H

105-35624 IN; 46.3 x 9 x 129.2 x S - Ni - 30° - 9 -

56



107,95



V 8.510

01.1972 → 06.1989

D

A

8

8360 cm³

2V

132 kW

180 PS

ξ 16,5:1

114,2

V 8.540

10.1973 → 06.1989

D

A

8

8840 cm³

2V

134 kW

182 PS

ξ 16,5:1

120,7



105-35614 EX; 38.9 x 9.5 x 139.8 x A - Cr - 45° - 1 -

105-35613 IN; 45.2 x 9.5 x 139.5 x A/S - Cr - 45° - 1 - III

57



114,313



4.318.2

D

AN

4

5215 cm³

2V

72 kW

98 PS

ξ 17,5:1

127




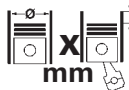

81-85006

IN/EX; 15.94/ x 9.55 x 67.5 G2



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RAMMAX (AMMANN GROUP)	231
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RANSOME	270
..... → KUBOTA	
..... → PERKINS	1028
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..... → DEUTZ	
RAYGO	71
..... → CATERPILLAR	
..... → DEUTZ	85
..... → HATZ	231
..... → JOHN DEERE	256
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RENAULT (RVI)	1054
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RENAULT TRUCKS (RVI)	1060
RICHIER	85
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..... → FORD	212
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..... → CUMMINS	
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ROADLESS TRACTION	212
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ROMAN-DIESEL	280
..... → MAN	
ROYAL	71
..... → CATERPILLAR	
RUSTON BUCYRUS	75
..... → CUMMINS	
..... → DEUTZ	85
..... → FORD	212
..... → PERKINS	1028
RUTHEMEYER	85
..... → DEUTZ	
..... → FORD	212
..... → PERKINS	1028
RVI	1060
..... → RENAULT TRUCKS (RVI)	



		Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos
D 2156 HM 6	D (AN)	6	121 x 150	10344	2	17:1	173	235	1
D 2156 MTKLL6	D (LA)	6	121 x 150	10344	2	17:1	206	280	2
D 2156 MTN 6	D (A)	6	121 x 150	10344	2	17:1	184	250	3

R



1



121



D 2156 HM 6

06.1971 →

D AN 6

10344 cm³

2V 173 kW

235 PS

£ 17:1

150



92 986 600

Cyl. Ø: 121; KH: 94; MT: -48.4; MØ: 47; GL: 162; piston pin: 45x102; number of piston rings: 4

Lox, RTK

T15 3,5 CR G6

M 3

N 3

DSF 5,5 CR

→ **80 00148 1 0 ...**



80 00148 1 0 000

Cyl. Ø: 121; Set: 1; [T15 G6 CR 3.5] [M 3] [N 3] [DSF CR 5.5]



92 986 960

Piston: 92986600; Cylinder liner: 88853110

92 986 961

Piston: 92986600; Cylinder liner: 88854110

92 986 962

Piston: 92986600; Cylinder liner: 88852110



88 853 110

T - Dry cylinder liner; finished; A=125.99 C=132 L=287 H=8

88 854 110

T - Dry cylinder liner; finished; A=126.49 C=132 L=287 H=8, outside oversize + 0,50 mm

88 852 110

T - Dry cylinder liner; finished; A=126.99 C=132 L=287 H=8, with outside oversize 1,00 mm



78 295 600

PAIR PL STD Ø 82.988 / 89.000 / 32.000 / 2.984 St/B/G

78 295 610 0,25 / 78 295 620 0,50 / 78 295 630 0,75 / 78 295 640 1,00

78 296 601

PAIR HL STD Ø 95.988 / 102.000 / 35.000 / 2.970 St/B/G

78 296 611 0,25 / 78 296 621 0,50 / 78 296 631 0,75 / 78 296 641 1,00

78 297 601

PAIR PASS-L STD Ø 95.988 / 102.000 / 48.850 / 2.966 St/B/G

78 297 611 0,25 / 78 297 621 0,50 / 78 297 631 0,75 / 78 297 641 1,00

78 711 600

PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.

87 712 601

SET HL STD Ø 95.988 / 102.000 / 35.000 / 2.970 St/B/G; PASS-L STD Ø 95.988 / 102.000 / 48.850 / 2.966 St/B/G

87 712 611 0,25 / 87 712 621 0,50 / 87 712 631 0,75 / 87 712 641 1,00

87 713 600

SET PL STD Ø 82.988 / 89.000 / 32.000 / 2.984 St/B/G

87 713 610 0,25 / 87 713 620 0,50 / 87 713 630 0,75 / 87 713 640 1,00

87 868 902

SET NW-L STD Ø 59.880 / 65.000 / 30.000 / St/B



2530

EX; 48.9 x 12 x 148.5 x A - Cr - 45° - 1 -



KK-12H

2538

IN; 55.9 x 12 x 148.9 x S - Cr - 45° - 1 - III



81-2531

EX; 20/ x 12 x 70 G1

81-2530

IN; 20/ x 12 x 80 G1

2



121



D 2156 MTKLL6

02.1985 →

D LA 6

10344 cm³

2V 206 kW

280 PS

£ 17:1

150



78 295 600

PAIR PL STD Ø 82.988 / 89.000 / 32.000 / 2.984 St/B/G

78 295 610 0,25 / 78 295 620 0,50 / 78 295 630 0,75 / 78 295 640 1,00

78 296 601

PAIR HL STD Ø 95.988 / 102.000 / 35.000 / 2.970 St/B/G

78 296 611 0,25 / 78 296 621 0,50 / 78 296 631 0,75 / 78 296 641 1,00

78 297 601

PAIR PASS-L STD Ø 95.988 / 102.000 / 48.850 / 2.966 St/B/G

78 297 611 0,25 / 78 297 621 0,50 / 78 297 631 0,75 / 78 297 641 1,00

78 711 600

PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.

87 712 601

SET HL STD Ø 95.988 / 102.000 / 35.000 / 2.970 St/B/G; PASS-L STD Ø 95.988 / 102.000 / 48.850 / 2.966 St/B/G

87 712 611 0,25 / 87 712 621 0,50 / 87 712 631 0,75 / 87 712 641 1,00

87 713 600

SET PL STD Ø 82.988 / 89.000 / 32.000 / 2.984 St/B/G

87 713 610 0,25 / 87 713 620 0,50 / 87 713 630 0,75 / 87 713 640 1,00

87 868 902

SET NW-L STD Ø 59.880 / 65.000 / 30.000 / St/B



2530

EX; 48.9 x 12 x 148.5 x A - Cr - 45° - 1 -



KK-12H

2531

IN; 55.9 x 12 x 148.9 x S - Cr - 30° - 1 - III



81-2531

EX; 20/ x 12 x 70 G1

81-2530

IN; 20/ x 12 x 80 G1



50 006 352

CAM

3



121



D 2156 MTN 6

07.1974 →

D A 6

10344 cm³

2V 184 kW

250 PS

£ 17:1

150



92 989 600

Cyl. Ø: 121; KH: 94; VT1: -2.4; MT: -48.35; MØ: 47.15; GL: 162; piston pin: 45x102; number of piston rings: 4

Lox, RTK

T15 3,5 CR G6

M 3

N 3










DSF 5,5 CR

→ **80 00148 1 0 ...**





cont...



	80 00148 1 0 000	Cyl. Ø: 121; Set: 1; [T15 G6 CR 3.5] [M 3] [N 3] [DSF CR 5.5]	
	92 989 960	Piston: 92989600; Cylinder liner: 88853110	
	92 989 961	Piston: 92989600; Cylinder liner: 88854110	
	92 989 962	Piston: 92989600; Cylinder liner: 88852110	
	88 853 110	T - Dry cylinder liner; finished; A=125.99 C=132 L=287 H=8	
	88 854 110	T - Dry cylinder liner; finished; A=126.49 C=132 L=287 H=8, outside oversize + 0,50 mm	
	88 852 110	T - Dry cylinder liner; finished; A=126.99 C=132 L=287 H=8, with outside oversize 1,00 mm	
	78 295 600	PAIR PL STD Ø 82.988 / 89.000 / 32.000 / 2.984 St/B/G 78 295 610 0,25 / 78 295 620 0,50 / 78 295 630 0,75 / 78 295 640 1,00	
	78 296 601	PAIR HL STD Ø 95.988 / 102.000 / 35.000 / 2.970 St/B/G 78 296 611 0,25 / 78 296 621 0,50 / 78 296 631 0,75 / 78 296 641 1,00	
	78 297 601	PAIR PASS-L STD Ø 95.988 / 102.000 / 48.850 / 2.966 St/B/G 78 297 611 0,25 / 78 297 621 0,50 / 78 297 631 0,75 / 78 297 641 1,00	
	78 711 600	PAIR PL-L STD Ø 32.000 / 34.400 / 16.000 / 1.189 St/A, For compressor with piston Ø 90 mm.	
	87 712 601	SET HL STD Ø 95.988 / 102.000 / 35.000 / 2.970 St/B/G; PASS-L STD Ø 95.988 / 102.000 / 48.850 / 2.966 St/B/G 87 712 611 0,25 / 87 712 621 0,50 / 87 712 631 0,75 / 87 712 641 1,00	
	87 713 600	SET PL STD Ø 82.988 / 89.000 / 32.000 / 2.984 St/B/G 87 713 610 0,25 / 87 713 620 0,50 / 87 713 630 0,75 / 87 713 640 1,00	
	87 868 902	SET NW-L STD Ø 59.880 / 65.000 / 30.000 / St/B	
	2530	EX; 48.9 x 12 x 148.5 x A - Cr - 45° - 1 -	 KK-12H
	2531	IN; 55.9 x 12 x 148.9 x S - Cr - 30° - 1 - III	 81-2531 EX; 20/ x 12 x 70 G1  81-2530 IN; 20/ x 12 x 80 G1
	50 006 352	CAM	



			Cyl.		cm ³		Comp. Ratio ε	kW	PS	Pos
A 4.236		D (AN)	4	98,48 x 126,8	3864	2	16:1	37-65	50-89	3
AKD	12/112-2	D (AN)	2	98 x 120	1810	2	19,5:1	16-18	22-24	2
AKD	12/112-3	D (AN)	3	98 x 120	2715	2	19,5:1	24	33	2
D 225-2		D (AN)	2	95 x 120	1700	2	18:1	13-24	10-33	1
D 225-3		D (AN)	3	95 x 120	2550	2	18:1	35-37	48-50	1
D 226-3		D (AN)	3	105 x 120	3117	2	18:1	35-44	48-60	6
D 226-4		D (AN)	4	105 x 120	4154	2	18:1	44-64	60-87	6
D 226-6		D (AN)	6	105 x 120	6234	2	18:1	74-96	101-131	6
D 227-4		D (AN)	4	100 x 120	3768	2		46-61	63-83	4
D 227-6		D (AN)	6	100 x 120	5654	2		63-91	86-124	5
D 325-2		D (AN)	2	95 x 120	1700	2	18:1	16-24	22-32	1
D 325-3		D (AN)	3	95 x 120	2550	2	18:1	25-34	34-46	1
D 325-4		D (AN)	4	95 x 120	3400	2	18:1	51	69	1
D 327-2		D (AN)	2	100 x 120	1885	2		24-27	32-37	5
D 327-3		D (AN)	3	100 x 120	2827	2		31-48	42-55	5
D 327-4		D (AN)	4	100 x 120	3768	2		47-55	64-74	5
TD 226 B-6		D (A)	6	105 x 120	6234	2	16,4:1	81-136	110-185	7
TD 226-4		D (A)	4	105 x 120	4160	2	15,5:1	68-74	92-100	8
TD 228-6		D (A)	6	105 x 120	6234	2	16:1	99-110	135-150	9

R



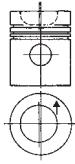
1		95	
	D 225-2	1969 → 1981	D AN 2 1700 cm ³ 2V 13-24 kW 10-33 PS ₤18:1 120
	D 225-3	1969 → 1981	D AN 3 2550 cm ³ 2V 35-37 kW 48-50 PS ₤18:1 120
	D 325-2	1969 → 1981	D AN 2 1700 cm ³ 2V 16-24 kW 22-32 PS ₤18:1 120
	D 325-3	1969 → 1981	D AN 3 2550 cm ³ 2V 25-34 kW 34-46 PS ₤18:1 120
	D 325-4	1969 → 1981	D AN 4 3400 cm ³ 2V 51 kW 69 PS ₤18:1 120
	Tractor 50, Tractor 51, Tractor 56, Tractor 94		
	91 005 700	Cyl. Ø: 95; KH: 59.8; MT: -17.5; MØ: 57.5; GL: 112.8; piston pin: 32x82; number of piston rings: 4	
	91 005 710	95,50	
	RK		
	ET 3	CR	
	M 3		
	N 3		
	DSF 5	CR	
	→ 80 00198 1 0 ...		
	80 00198 1 0 000	Cyl. Ø: 95; Set: 1; [ET CR 3] [M 3] [N 3] [DSF CR 5]	
	80 00198 1 0 050 95,50		
	91 005 971	Piston: 91005700; Cylinder liner: 89008110, Engine D 325	
	91 005 972	Piston: 91005700; Cylinder liner: 88625110, Engine D 225	
	88 625 110	N - Wet cylinder liner; finished; A=105.95 C=114 L=212 H=8	
	89 008 110	R - Air-cooled cylinder; finished; A=105.95 C=101 L=212 H=131	
	78 125 600	PAIR PL STD Ø 57.970 / 62.000 / 27.100 / 1.992 St/B/G	
	78 125 610 0,25 / 78 125 620 0,50 / 78 125 630 0,75		
	78 126 600	PAIR HL STD Ø 64.970 / 71.000 / 28.100 / 2.987 St/B/G	
	78 126 610 0,25 / 78 126 620 0,50 / 78 126 630 0,75 / 78 126 640 1,00		
	78 127 600	PAIR PASS-L STD Ø 64.970 / 71.000 / 35.880 / 2.987 St/A	
	78 127 610 0,25 / 78 127 620 0,50 / 78 127 630 0,75 / 78 127 640 1,00		
	2721	EX; 35 x 9 x 117 x A/S - Cr - 45° - 22 - III	MK-9H
	2723	IN; 38 x 9 x 117 x S - Cr - 45° - 22 - III	81-2722 IN/EX; 15/16.5 x 9 x 58 G2
2		98	
	AKD	12/112-2	1960 → 1965 D AN 2 1810 cm ³ 2V 16-18 kW 22-24 PS ₤19,5:1 120
	AKD	12/112-3	1960 → 1965 D AN 3 2715 cm ³ 2V 24 kW 33 PS ₤19,5:1 120
	Tractor D 22		
	90 974 600	Cyl. Ø: 98; KH: 90; MT: -34.8; MØ: 24; GL: 140; piston pin: 35x80; number of piston rings: 5	
	90 974 620	99,00	
	URK		
	R 3		
	R 3		
	R 3		
	S 5		
	S 5		
	90 974 961	Piston: 90974600; Cylinder liner: 88308110	
	88 308 110	R - Air-cooled cylinder; finished; A=109.9 C=104.74 L=254.7 H+F=154.5+6	
	2787	EX; 37 x 10 x 129 x S - Cr - 45° - 8 - III	81-2706 IN/EX; 15/18 x 10 x 66 G2
	2786	IN; 41 x 10 x 129 x S - Cr - 45° - 8 - III	
3		98,48	
	A 4.236	D AN 4 3864 cm ³ 2V 37-65 kW 50-89 PS ₤16:1 126,8	
	Tractor 70		
	91 118 600	Cyl. Ø: 98.48; KH: 70.1; MT: -20.5; MØ: 61; GL: 120.9; piston pin: 34.925x84.2; number of piston rings: 5	
	GeC, URK		
	SM 2,39	CR G3	
	M 2,39		
	M 2,39		
	DSF 6,34	CR	
	S 6,34		
	→ 80 00162 1 0 ..., 80 00162 1 1 ...		
	exchangeable in sets against 93 592 600		

R

cont...

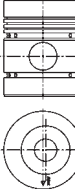


93 592 600



Cyl. Ø: 98.48; KH: 70.25; MT: -20.35; MØ: 61; GL: 121.05; piston pin: 34.925x84.1; number of piston rings: 3
GeC, RK, RTK
R 2,385 CR G3
M 2,385 CR
DSF 4,747
→ **80 00337 1 0 ...**
1965→

99 629 600



Cyl. Ø: 98.48; KH: 70.35; MT: -20.2; MØ: 61; GL: 120.7; piston pin: 34.925x84; number of piston rings: 5
URK
R 2,385 CR G6
R 2,385
NM 2,385
DSF 6,335 CR
D 6,335



80 00162 1 0 000

Cyl. Ø: 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [DSF CR 6.34] [S 6.34]

80 00162 1 1 000

Cyl. Ø: 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [S 6.34] [S 6.34]

80 00337 1 0 000

Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M CR 2.385] [DSF 4.747], 1965→



91 118 961

Piston: 91118600; Cylinder liner: 88354190

91 118 962

Piston: 91118600; Cylinder liner: 88355190

91 118 963

Piston: 91118600; Cylinder liner: 88356110

91 118 964

Piston: 91118600; Cylinder liner: 89514190

93 592 961

Piston: 93592600; Cylinder liner: 88354190, 1965→

93 592 962

Piston: 93592600; Cylinder liner: 88355190, 1965→

93 592 963

Piston: 93592600; Cylinder liner: 88356110, 1965→

93 592 964

Piston: 93592600; Cylinder liner: 89514190, 1965→

99 629 960

Piston: 99629600; Cylinder liner: 88354190

99 629 961

Piston: 99629600; Cylinder liner: 88355190

99 629 962

Piston: 99629600; Cylinder liner: 88356110



88 356 110

T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1

88 354 190

T - Dry cylinder liner; semi; A=103.2 L=228.8

88 355 190

T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1

89 514 190

T - Dry cylinder liner; semi; A=104.28 C=107.442 L=226.44 H=3.861



77 669 690

SET PL-B SEMI Ø 34.925 / 38.895 / 34.000 / St/B



105-03366

EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III

105-35473

EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M +1

105-03365

IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III

105-35472

IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M +1

105-35608

IN; 44.2 x 9.5 x 122.8 x S - Cr - 30° - 1 - III



81-85004

EX; 15.9/ x 9.53 x 61.1 G2

81-85003

IN; 15.9/ x 9.515 x 57.94 G2

4

100



D 227-4

1970→1977

D

AN 4

3768 cm³

2V

46-61 kW

63-83 PS

120



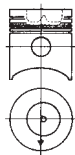
Tractor 461, Tractor 65, Tractor 68, Tractor 681

R



93 063 600

Cyl. Ø: 100; KH: 60.4; MT: -19.1; MØ: 56; GL: 113.4; piston pin: 35x82; number of piston rings: 4



RK

T15 3 CR G6

M 2

N 2

DSF 4 CR

→ **80 00342 1 0 ...**

for Renault Tractor, combustion bowl Ø 56,00 mm

93 063 only to be used with cylinder head gasket 1,40 mm.

(MWM no. 6.227.0.854.104.4)



80 00342 1 0 000

Cyl. Ø: 100; Set: 1; [T15 G6 CR 3] [M 2] [N 2] [DSF CR 4]



93 063 960

Piston: 93063600; Cylinder liner: 88839110, Engine D 327

93 063 961

Piston: 93063600; Cylinder liner: 88850110, Engine D 227



88 850 110

N - Wet cylinder liner; finished; A=112.95 C=119 L=213 H+F=8+0.5

88 839 110

R - Air-cooled cylinder; finished; A=110.95 C=106 L=212 H=131



78 125 600

PAIR PL STD Ø 57.970 / 62.000 / 27.100 / 1.992 St/B/G

78 125 610 0,25 / 78 125 620 0,50 / 78 125 630 0,75

78 126 600

PAIR HL STD Ø 64.970 / 71.000 / 28.100 / 2.987 St/B/G

78 126 610 0,25 / 78 126 620 0,50 / 78 126 630 0,75 / 78 126 640 1,00

cont...



TRW
EngineComponents



78 127 600

PAIR PASS-L STD Ø 64.970 / 71.000 / 35.880 / 2.987 St/A
78 127 610 0,25 / 78 127 620 0,50 / 78 127 630 0,75 / 78 127 640 1,00



2757

EX; 38 x 9 x 117 x A/S - Cr - 45° - 22 - III



MK-9H

2726

IN; 41 x 9 x 117 x S - Cr - 45° - 22 - III



81-2722

IN/EX; 15/16.5 x 9 x 58 G2

5

100



D 227-6

1970 →

D AN 6

5654 cm³

2V

63-91 kW

86-124 PS

120

D 327-2

01.1972 →

D AN 2

1885 cm³

2V

24-27 kW

32-37 PS

120

D 327-3

1970 →

D AN 3

2827 cm³

2V

31-48 kW

42-55 PS

120

D 327-4

1970 →

D AN 4

3768 cm³

2V

47-55 kW

64-74 PS

120

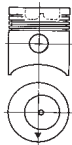


Tractor TX 113, Tractor 106, Tractor 32-50, Tractor 32-60, Tractor 421, Tractor 42-70, Tractor 461, Tractor 50 S, Tractor 80, Tractor 90, Tractor 921



91 753 600

Cyl. Ø: 100; KH: 59.8; MT: -18.9; MØ: 56; GL: 112.8; piston pin: 32x82; number of piston rings: 4



RK

T15 3 CR G6

M 2

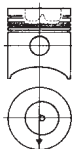
N 2

DSF 4 CR

→ **80 00342 1 0 ...**

93 063 600

Cyl. Ø: 100; KH: 60.4; MT: -19.1; MØ: 56; GL: 113.4; piston pin: 35x82; number of piston rings: 4



RK

T15 3 CR G6

M 2

N 2

DSF 4 CR

→ **80 00342 1 0 ...**

for Renault Tractor, combustion bowl Ø 56,00 mm

93 063 only to be used with cylinder head gasket 1,40 mm.

(MWM no. 6.227.0.854.104.4)



80 00342 1 0 000

Cyl. Ø: 100; Set: 1; [T15 G6 CR 3] [M 2] [N 2] [DSF CR 4]



91 753 960

Piston: 91753600; Cylinder liner: 88839110, Engine D 327

91 753 961

Piston: 91753600; Cylinder liner: 88850110, Engine D 227

93 063 960

Piston: 93063600; Cylinder liner: 88839110, Engine D 327

93 063 961

Piston: 93063600; Cylinder liner: 88850110, Engine D 227



88 850 110

N - Wet cylinder liner; finished; A=112.95 C=119 L=213 H+F=8+0.5, **D 327-2, D 327-3, D 327-4**: →1977

88 839 110

R - Air-cooled cylinder; finished; A=110.95 C=106 L=212 H=131



78 125 600

PAIR PL STD Ø 57.970 / 62.000 / 27.100 / 1.992 St/B/G

78 125 610 0,25 / 78 125 620 0,50 / 78 125 630 0,75

78 126 600

PAIR HL STD Ø 64.970 / 71.000 / 28.100 / 2.987 St/B/G

78 126 610 0,25 / 78 126 620 0,50 / 78 126 630 0,75 / 78 126 640 1,00

78 127 600

PAIR PASS-L STD Ø 64.970 / 71.000 / 35.880 / 2.987 St/A

78 127 610 0,25 / 78 127 620 0,50 / 78 127 630 0,75 / 78 127 640 1,00



2757

EX; 38 x 9 x 117 x A/S - Cr - 45° - 22 - III



MK-9H

2726

IN; 41 x 9 x 117 x S - Cr - 45° - 22 - III



81-2722

IN/EX; 15/16.5 x 9 x 58 G2

6

105



D 226-3

01.1968 →

D AN 3

3117 cm³

2V

35-44 kW

48-60 PS

ε 18:1

120

D 226-4

01.1968 →

D AN 4

4154 cm³

2V

44-64 kW

60-87 PS

ε 18:1

120

D 226-6

1969 →

D AN 6

6234 cm³

2V

74-96 kW

101-131 PS

ε 18:1

120

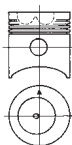


Tractor MX 58, Tractor MX 65, Tractor MX 75, Tractor MX 85, Tractor MX 90, Tractor TS 110, Tractor TX 120, Tractor TX 133, Tractor TX 80, Tractor TX 85, Tractor TX 90, Tractor TX 95, Tractor TZ 120, Tractor TZ 133, Tractor 110, Tractor 489, Tractor 496, Tractor 551, Tractor 556, Tractor 61, Tractor 75, Tractor 751, Tractor 752, Tractor 77, Tractor 781, Tractor 80, Tractor 85



91 557 700

Cyl. Ø: 105; KH: 59.8; MT: -19.8; MØ: 62; GL: 112.8; piston pin: 32x82; number of piston rings: 4



RK

T15 3 CR G6

M 2

N 2

DSF 4 CR

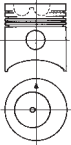
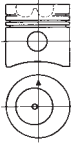











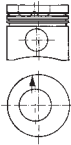







→ **80 00199 1 0 ...**

→1977

cont...


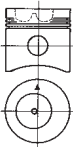

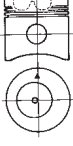
R














	93 061 600	Cyl. Ø: 105; KH: 60.4; MT: -20.25; MØ: 62; GL: 113.4; piston pin: 35x82; number of piston rings: 4 RK T15 3 CR G6 M 2 N 2 DSF 4 CR → 80 00199 1 0 ... 93 061 only to be used with cylinder head gasket 1,40 mm., 1977→
	93 069 600	Cyl. Ø: 105; KH: 60.4; MT: -20.25; MØ: 62; GL: 102.4; piston pin: 35x82; number of piston rings: 3 RTK T15 3 CR G6 M 2 DSF 4 CR → 80 00340 1 0 ... 93 069 only to be used with cylinder head gasket 1,40 mm., 1977→
	80 00199 1 0 000	Cyl. Ø: 105; Set: 1; [T15 G6 CR 3] [M 2] [N 2] [DSF CR 4]
	80 00340 1 0 000	Cyl. Ø: 105; Set: 1; [T15 G6 CR 3] [M 2] [DSF CR 4], 1977→
	91 557 970	Piston: 91557700; Cylinder liner: 88635190, →1977
	91 557 971	Piston: 91557700; Cylinder liner: 89197110, →1977
	93 061 960	Piston: 93061600; Cylinder liner: 88635190, 1977→
	93 061 961	Piston: 93061600; Cylinder liner: 89197110, 1977→
	93 069 960	Piston: 93069600; Cylinder liner: 88635190, 1977→
	93 069 961	Piston: 93069600; Cylinder liner: 89197110, 1977→
	89 197 110	T - Dry cylinder liner; finished; A=108 C=111.8 L=214 H=6
	88 635 190	T - Dry cylinder liner; semi; A=108 C=111.8 L=214 H=6
	78 125 600	PAIR PL STD Ø 57.970 / 62.000 / 27.100 / 1.992 St/B/G 78 125 610 0,25 / 78 125 620 0,50 / 78 125 630 0,75
	78 126 600	PAIR HL STD Ø 64.970 / 71.000 / 28.100 / 2.987 St/B/G 78 126 610 0,25 / 78 126 620 0,50 / 78 126 630 0,75 / 78 126 640 1,00
	78 127 600	PAIR PASS-L STD Ø 64.970 / 71.000 / 35.880 / 2.987 St/A 78 127 610 0,25 / 78 127 620 0,50 / 78 127 630 0,75 / 78 127 640 1,00
	2757	EX; 38 x 9 x 117 x A/S - Cr - 45° - 22 - III
	2726	IN; 41 x 9 x 117 x S - Cr - 45° - 22 - III
		 MK-9H
		 81-2722 IN/EX; 15/16.5 x 9 x 58 G2
7	 105	
	TD 226 B-6	1969→
		D A 6 6234 cm³ 2V 81-136 kW 110-185 PS £ 16,4:1 H 120
	Tractor TX 155, Tractor TZ 155	
	90 093 600	Cyl. Ø: 105; KH: 66.4; MT: -21.7; MØ: 60; GL: 102.4; piston pin: 35x88; number of piston rings: 3 RTK T15 3 CR G6 M 2 DSF 4 CR → 80 00294 1 0 ... exchangeable only in sets, 1986→
	80 00294 1 0 000	Cyl. Ø: 105; Set: 1; [T15 G6 CR 3] [M 2] [DSF CR 4]
	90 093 960	Piston: 90093600; Cylinder liner: 89335110, 1986→
	90 093 961	Piston: 90093600; Cylinder liner: 89596110, 1986→
	89 335 110	N - Wet cylinder liner; finished; A=115 C=123 L=213 H+F=8.05+1
	89 596 110	N - Wet cylinder liner; finished; A=115 C=123 L=213 H+F=8.25+1
	89 858 110	N - Wet cylinder liner; finished; A=115 C=123 L=213 H+F=8.55+1
	78 588 600	PAIR PL STD Ø 62.970 / 67.000 / 27.100 / 2.000 St/B/G 78 588 610 0,25 / 78 588 620 0,50
	78 589 600	PAIR HL STD Ø 69.970 / 75.000 / 28.100 / 2.490 St/B/G 78 589 610 0,25 / 78 589 620 0,50 / 78 589 630 0,75
	78 590 800	PAIR AS STD Ø 79.000 / 95.200 // 3.470 St/A
	27104	EX; 43 x 9 x 117 x A/S - Cr - 45° - 22 - III
	27119	IN; 47 x 9 x 117 x A/S - Cr - 30° - 22 - III
		 MK-9H
		 81-2729 EX; 15/ x 9 x 51.5 G2
		 81-2728 IN; 15/ x 9 x 58 G2







8  **105**
 **TD 226-4** 1969 → D A 4 4160 cm³ 2V 68-74 kW 92-100 PS ⚡ 15,5:1  120
 **Tractor TX 103**

	93 045 600	Cyl. Ø: 105; KH: 60.4; MT: -20.4; MØ: 60; GL: 102.4; piston pin: 35x82; number of piston rings: 3 RTK T15 3 CR G6 M 2 DSF 4 CR → 80 00340 1 0 ... 1971→
		
	93 355 600	Cyl. Ø: 105; KH: 60.4; MT: -20.4; MØ: 60; GL: 102.4; piston pin: 35x88; number of piston rings: 3 FBo, RTK T15 3 CR G6 M 2 DSF 4 CR → 80 00340 1 0 ... 1984→
		

	80 00340 1 0 000	Cyl. Ø: 105; Set: 1; [T15 G6 CR 3] [M 2] [DSF CR 4]
	93 045 960	Piston: 93045600; Cylinder liner: 88635190, 1971→
	93 045 961	Piston: 93045600; Cylinder liner: 89197110, 1971→
	93 355 960	Piston: 93355600; Cylinder liner: 88635190, 1984→
	93 355 961	Piston: 93355600; Cylinder liner: 89197110
	89 197 110	T - Dry cylinder liner; finished; A=108 C=111.8 L=214 H=6
	88 635 190	T - Dry cylinder liner; semi; A=108 C=111.8 L=214 H=6
	78 588 600	PAIR PL STD Ø 62.970 / 67.000 / 27.100 / 2.000 St/B/G 78 588 610 0,25 / 78 588 620 0,50
	78 589 600	PAIR HL STD Ø 69.970 / 75.000 / 28.100 / 2.490 St/B/G 78 589 610 0,25 / 78 589 620 0,50 / 78 589 630 0,75
	78 590 800	PAIR AS STD Ø 79.000 / 95.200 // 3.470 St/A
	2757	EX; 38 x 9 x 117 x A/S - Cr - 45° - 22 - III
	2734	IN; 42 x 9 x 117.2 x S - Cr - 30° - 22 - III
		 MK-9H
		 81-2722 IN/EX; 15/16.5 x 9 x 58 G2

9  **105**
 **TD 228-6** 01.1976 → D A 6 6234 cm³ 2V 99-110 kW 135-150 PS ⚡ 16:1  120
 **Tractor TX 145, Tractor TZ 145, Tractor 1451-4**

	78 588 600	PAIR PL STD Ø 62.970 / 67.000 / 27.100 / 2.000 St/B/G 78 588 610 0,25 / 78 588 620 0,50
	78 589 600	PAIR HL STD Ø 69.970 / 75.000 / 28.100 / 2.490 St/B/G 78 589 610 0,25 / 78 589 620 0,50 / 78 589 630 0,75
	78 590 800	PAIR AS STD Ø 79.000 / 95.200 // 3.470 St/A
	2757	EX; 38 x 9 x 117 x A/S - Cr - 45° - 22 - III
	2734	IN; 42 x 9 x 117.2 x S - Cr - 30° - 22 - III
		 MK-9H
		 81-2722 IN/EX; 15/16.5 x 9 x 58 G2




R



TRW
EngineComponents



RENAULT TRUCKS (RVI)

		Cyl.	 X mm	cm ³		Comp. Ratio ε	kW	PS	Pos
M 635.40	D (AN)	6	135 x 140	12024	2		177-224	240-306	5
MD 420.306	D (AN)	4	120 x 130	5880	2		88	120	2
MIDR 06.02.26 V/41 Euro 2	D (LA)	6	102 x 126	6177	2	18:1	132	180	1
MIDR 06.35.40 L3 Euro 1	D (LA)	6	135 x 140	12024	2	16,5:1	283	385	6
MIDS 06.20.30 N1	D (LA)	6	120 x 130	8820	2	17:1	135	184	3
MIDS 06.35.40 B	D (A)	6	135 x 140	12024	2		225	306	7
MIPR 06.20.45 E	D (LA)	6	120 x 145	9839	2	17:1	222-265	302-360	4
MIV 08.35.08	D (LA)	8	135 x 130	14886	2		239	325	8
MIV 08.35.35	D (LA)	8	135 x 130	14886	2		239	325	8

R










1		102																		
	MIDR 06.02.26 V/41 Euro 2	05.1996 →	D	LA	6	6177 cm ³	2V	132 kW	180 PS	€ 18:1		126								
	94 724 700	Cyl. Ø: 102; KH: 71.23; MT: -20.83; MØ: 60; GL: 108.18; piston pin: 41.978x84; number of piston rings: 3																		
		RTK																		
		T15	3,5	MO	G6															
		M	2,5	CR																
		DSF	4	CR	G6															
		→ 80 00462 1 0 ...																		
	80 00462 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G6 MO 3.5] [M CR 2.5] [DSF G6 CR 4]																		
	94 724 970	Piston: 94724700; Cylinder liner: 89464110																		
	89 464 110	N - Wet cylinder liner; finished; A=114 C=122.5 L=218 H+F=8+0.8																		
2		120																		
	MD 420.306		D	AN	4	5880 cm ³	2V	88 kW	120 PS			130								
	80 00322 1 0 000	Cyl. Ø: 120; Set: 1; [T15 G6 CR 3.25] [M IF 3] [N 3] [DSF CR 6]																		
3		120																		
	MIDS 06.20.30 N1	11.1983 → 02.1990	D	LA	6	8820 cm ³	2V	135 kW	184 PS	€ 17:1		130								
	89 078 110	N - Wet cylinder liner; finished; A=135 C=147 L=261 H+F=9.28+0.82																		
	89 420 110	N - Wet cylinder liner; finished; A=135 C=147.25 L=261 H+F=9.36+0.74																		
	89 528 110	N - Wet cylinder liner; finished; A=135 C=147.25 L=261 H+F=9.36+0.74																		
	79 329 600	PAIR PL STD Ø 71.980 / 76.000 / 39.300 / 1.987 St/B/G 79 329 610 0,25 / 79 329 620 0,50																		
	79 330 600	PAIR AS STD Ø 108.250 / 131.750 // 4.450 St/B																		
	77 791 600	SET HL STD Ø 95.988 / 102.000 / 34.000 / 2.976 St/B/G 77 791 610 0,25 / 77 791 620 0,50																		
	77 795 690	SET PL-B SEMI Ø 49.975 / 54.000 / 46.100 / St/B																		
	598141	EX; 48 x 9 x 163.1 x A/S - Cr - 45° - 1 - III											81-59002	IN/EX; 17.05/ x 9.06 x 78 G1						
	598142	IN; 54 x 9 x 163.3 x A/S - Cr - 30° - 1 - III																		
4		120																		
	MIPR 06.20.45 E		D	LA	6	9839 cm ³	2V	222-265 kW	302-360 PS	€ 17:1		145								
	91 683 700	Cyl. Ø: 120.02; KH: 83.8; VT1: -.8; VT2: -1.1; MT: -23; MØ: 73.7; GL: 134.8; piston pin: 49.975x97.4; number of piston rings: 3																		
		RTK																		
		T15	3,5	MO	G6															
		R	3	CR																
		DSF	4	CR																
		→ 80 00345 1 0 ...																		
	80 00345 1 0 000	Cyl. Ø: 120; Set: 1; [T15 G6 MO 3.5] [R IF CR 3] [DSF CR 4]																		
	91 683 971	Piston: 91683700; Cylinder liner: 89420110																		
	91 683 972	Piston: 91683700; Cylinder liner: 89528110																		
	91 683 973	Piston: 91683700; Cylinder liner: 89568110																		
	89 420 110	N - Wet cylinder liner; finished; A=135 C=147.25 L=261 H+F=9.36+0.74																		
	89 528 110	N - Wet cylinder liner; finished; A=135 C=147.25 L=261 H+F=9.36+0.74																		
	89 568 110	N - Wet cylinder liner; finished; A=135 C=147.5 L=257 H+F=9.36+0.74																		
	79 328 600	PAIR PL STD Ø 76.980 / 82.000 / 40.900 / 2.485 St/B/G 79 328 610 0,25 / 79 328 620 0,50																		
	79 330 600	PAIR AS STD Ø 108.250 / 131.750 // 4.450 St/B																		
	77 791 600	SET HL STD Ø 95.988 / 102.000 / 34.000 / 2.976 St/B/G 77 791 610 0,25 / 77 791 620 0,50																		
	77 796 690	SET PL-B SEMI Ø 50.010 / 54.000 / 40.000 / St/B																		
	598141	EX; 48 x 9 x 163.1 x A/S - Cr - 45° - 1 - III											81-59002	IN/EX; 17.05/ x 9.06 x 78 G1						
	598142	IN; 54 x 9 x 163.3 x A/S - Cr - 30° - 1 - III																		


















TRW
EngineComponents

PIERBURG

RENAULT TRUCKS (RVI)

5		 135								
	M 635.40	1964 →	D	AN	6	12024 cm ³	2V	177-224 kW	240-306 PS	 140
	80 00324 1 0 000	Cyl. Ø: 135; Set: 1; [T15 G6 CR 3.5] [M 3] [M 3] [DSF CR 6]								
	88 031 110	T - Dry cylinder liner; finished; A=143 C=147 L=286 H=7								
	89 085 110	T - Dry cylinder liner; finished; A=143 C=149 L=286 H=7.3, with oversized collar height 2,00 mm								
	89 374 110	T - Dry cylinder liner; finished; A=143.25 C=149 L=286 H=7.3, outside oversize + 0,25 mm								
	79 324 600	PAIR PL STD Ø 83.980 / 90.000 / 45.000 / 2.975 St/B/G 79 324 610 0,25 / 79 324 620 0,50 / 79 324 630 0,75 / 79 324 640 1,00								
	79 325 600	PAIR PL STD Ø 83.980 / 90.000 / 45.000 / 2.975 St/B/G 79 325 610 0,25 / 79 325 620 0,50								
	79 326 600	PAIR AS STD Ø 100.750 / 121.670 // 2.940 St/B								
	77 765 690	SET PL-B SEMI Ø / 60.000 / 49.000 / St/B								
	77 790 600	SET HL STD Ø 89.960 / 96.000 / 63.620 / 2.975 St/B/G; HL STD Ø 89.960 / 96.000 / 40.250 / 2.975 St/B/G 77 790 610 0,25 / 77 790 620 0,50 / 77 790 630 0,75 / 77 790 640 1,00								
	77 866 600	SET PL STD Ø 83.980 / 90.000 / 45.000 / 2.975 St/B/G 77 866 610 0,25 / 77 866 620 0,50 / 77 866 630 0,75 / 77 866 640 1,00								
	595915	EX; 54 x 12 x 189.3 x A - Cr - 45° - 1 - III								
	598349	IN; 60 x 12 x 189.3 x A - Cr - 30° - 1 - III								

6		 135								
	MIDR 06.35.40 L3 Euro 1		D	LA	6	12024 cm ³	2V	283 kW	385 PS	€ 16,5:1  140
	94 511 700	Cyl. Ø: 135.03; KH: 90.4; MT: -21.8; MØ: 78; GL: 149.4; piston pin: 54.977x108; number of piston rings: 3 RTK, KBB T15 4 MO G6 R 3 MO DSF 4 CR → 80 00387 1 0 ...								
	80 00387 1 0 000	Cyl. Ø: 135; Set: 1; [T15 G6 MO 4] [R MO 3] [DSF CR 4]								
	80 00387 1 1 000	Cyl. Ø: 135; Set: 1; [T15 G6 MO 4] [M IF CR 3] [DSF CR 4]								
	94 511 970	Piston: 94511700; Cylinder liner: 89451110								
	89 451 110	T - Dry cylinder liner; finished; A=143.01 C=149 L=287.6 H+F=7.58+1								
	79 324 600	PAIR PL STD Ø 83.980 / 90.000 / 45.000 / 2.975 St/B/G 79 324 610 0,25 / 79 324 620 0,50 / 79 324 630 0,75 / 79 324 640 1,00								
	79 325 600	PAIR PL STD Ø 83.980 / 90.000 / 45.000 / 2.975 St/B/G 79 325 610 0,25 / 79 325 620 0,50								
	79 326 600	PAIR AS STD Ø 100.750 / 121.670 // 2.940 St/B								
	77 765 690	SET PL-B SEMI Ø / 60.000 / 49.000 / St/B								
	77 790 600	SET HL STD Ø 89.960 / 96.000 / 63.620 / 2.975 St/B/G; HL STD Ø 89.960 / 96.000 / 40.250 / 2.975 St/B/G 77 790 610 0,25 / 77 790 620 0,50 / 77 790 630 0,75 / 77 790 640 1,00								
	77 866 600	SET PL STD Ø 83.980 / 90.000 / 45.000 / 2.975 St/B/G 77 866 610 0,25 / 77 866 620 0,50 / 77 866 630 0,75 / 77 866 640 1,00								

7		 135								
	MIDS 06.35.40 B		D	A	6	12024 cm ³	2V	225 kW	306 PS	 140
	93 987 700	Cyl. Ø: 135.03; KH: 90.3; VT1: -.8; MT: -29.12; MØ: 78; GL: 170.2; piston pin: 54.977x108; number of piston rings: 3 RTK T15 3,5 CR G6 M 3 CR DSF 6 CR → 80 00392 1 0 ...								
	80 00392 1 0 000	Cyl. Ø: 135; Set: 1; [T15 G6 CR 3.5] [M CR 3] [DSF CR 6]								
	93 987 970	Piston: 93987700; Cylinder liner: 88031110								
	93 987 971	Piston: 93987700; Cylinder liner: 89085110								
	93 987 973	Piston: 93987700; Cylinder liner: 89374110								
	88 031 110	T - Dry cylinder liner; finished; A=143 C=147 L=286 H=7								
	89 085 110	T - Dry cylinder liner; finished; A=143 C=149 L=286 H=7.3, with oversized collar height 2,00 mm								
	89 374 110	T - Dry cylinder liner; finished; A=143.25 C=149 L=286 H=7.3, outside oversize + 0,25 mm								


cont...








TRW
EngineComponents




RENAULT TRUCKS (RVI)

	79 324 600	PAIR PL STD Ø 83.980 / 90.000 / 45.000 / 2.975 St/B/G 79 324 610 0,25 / 79 324 620 0,50 / 79 324 630 0,75 / 79 324 640 1,00
	79 325 600	PAIR PL STD Ø 83.980 / 90.000 / 45.000 / 2.975 St/B/G 79 325 610 0,25 / 79 325 620 0,50
	79 326 600	PAIR AS STD Ø 100.750 / 121.670 // 2.940 St/B
	77 765 690	SET PL-B SEMI Ø / 60.000 / 49.000 / St/B
	77 790 600	SET HL STD Ø 89.960 / 96.000 / 63.620 / 2.975 St/B/G; HL STD Ø 89.960 / 96.000 / 40.250 / 2.975 St/B/G 77 790 610 0,25 / 77 790 620 0,50 / 77 790 630 0,75 / 77 790 640 1,00
	77 866 600	SET PL STD Ø 83.980 / 90.000 / 45.000 / 2.975 St/B/G 77 866 610 0,25 / 77 866 620 0,50 / 77 866 630 0,75 / 77 866 640 1,00

	595915	EX; 54 x 12 x 189.3 x A - Cr - 45° - 1 - III
	598349	IN; 60 x 12 x 189.3 x A - Cr - 30° - 1 - III

8		135								
	MIV 08.35.08	1972 →	D	LA	8	14886 cm ³	2V	239 kW	325 PS	 130
	MIV 08.35.35	1972 →	D	LA	8	14886 cm ³	2V	239 kW	325 PS	 130


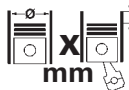

	80 00324 1 0 000	Cyl. Ø: 135; Set: 1; [T15 G6 CR 3.5] [M 3] [M 3] [DSF CR 6]
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R



	Page
SAKAI	85
..... → DEUTZ	85
..... → ISUZU	251
..... → KUBOTA	270
SALEM	71
..... → CATERPILLAR	71
SAMBRON	85
..... → DEUTZ	85
..... → HATZ	231
..... → PERKINS	1028
SAME	85
..... → DEUTZ	85
.....	1065
SAMSUNG	75
..... → CUMMINS	75
SANDERSON	212
..... → FORD	212
SCANIA	85
..... → DEUTZ	85
.....	1067
SCHAEFF	85
..... → DEUTZ	85
..... → HATZ	231
..... → MITSUBISHI	1004
..... → PERKINS	1028
SCHANZLIN	1099
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SCHLUETER	280
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SCHOPF	85
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..... → MERCEDES-BENZ	472
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SENNEBOGEN	85
..... → DEUTZ	85
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STEIGER	71
..... → CATERPILLAR	71
..... → CUMMINS	75
..... → KOMATSU	268
STEINBOCK	85
..... → DEUTZ	85
..... → FORD	212
..... → PERKINS	1028
STEYR	472
..... → MERCEDES-BENZ	472
.....	1082
STILL	85
..... → DEUTZ	85
..... → FORD	212
..... → MERCEDES-BENZ	472
..... → VOLKSWAGEN	1099
STINGER, LTD.	75
..... → CUMMINS	75
SULLAIR	71
..... → CATERPILLAR	71
..... → DEUTZ	85
..... → PERKINS	1028
SWINGER	270
..... → KUBOTA	270



		Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos
BF 6 M 1013 FC Euro 3	D (LA)	6	108 x 130	7146	2	17,6:1	147-200	200-272	3
105.3 P	D (AN)	3	105 x 120	3116	2	17:1	43-47	58-64	1
105.4 P	D (AN)	4	105 x 120	4156	2	17:1	55-63	75-86	1
105.5 P	D (AN)	5	105 x 120	5195	2	17:1	69-77	94-105	1
105.6 P	D (AN)	6	105 x 120	6234	2	17:1	85-96	115-131	1
105.6 PT	D (A)	6	105 x 120	6234	2	15,7:1	118	160	2

S



1		105								
	105.3 P	03.1978 → 03.1988	D AN 3	3116 cm ³	2V	43-47 kW	58-64 PS	£ 17:1	120	
	105.4 P	01.1978 → 05.1988	D AN 4	4156 cm ³	2V	55-63 kW	75-86 PS	£ 17:1	120	
	105.5 P	03.1982 → 03.1984	D AN 5	5195 cm ³	2V	69-77 kW	94-105 PS	£ 17:1	120	
	105.6 P	01.1978 →	D AN 6	6234 cm ³	2V	85-96 kW	115-131 PS	£ 17:1	120	
	Buffalo 130, Centurion 75, Drago 120, Jaguar 100, Laser 130, Leopard 85, Mercury 85, Minotaurus 60, Sarturmo 80, Taurus 60, Trident 130, Vigneron 60									

	93 336 700	Cyl. Ø: 105; KH: 69; MT: -21.8; MØ: 59.2; GL: 119; piston pin: 35x80; number of piston rings: 4
		R 2,5 CR
		M 2,5
		N 2,5
		DSF 5

	93 336 970	Piston: 93336700; Cylinder liner: 89074110
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	89 074 110	R - Air-cooled cylinder; finished; A=113.5 C=118.5 L=217.5 H=152
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2		105								
	105.6 PT		D A 6	6234 cm ³	2V	118 kW	160 PS	£ 15,7.1	120	

	89 074 110	R - Air-cooled cylinder; finished; A=113.5 C=118.5 L=217.5 H=152
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3		108								
	BF 6 M 1013 FC Euro 3		D LA 6	7146 cm ³	2V	147-200 kW	200-272 PS	£ 17,6:1	130	
	Diamond 215									

	79 243 600	PAIR AS STD Ø 91.700 / 113.750 // 2.950 St/A
	79 267 600	PAIR PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/A/B 79 267 610 0,25 / 79 267 620 0,50
	79 268 600	PAIR HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A 79 268 610 0,25 / 79 268 620 0,50
	77 687 600	SET PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/A/B 77 687 610 0,25 / 77 687 620 0,50
	77 689 600	SET HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A 77 689 610 0,25 / 77 689 620 0,50
	77 691 690	SET PL-B SEMI Ø 42.000 / 45.500 / 29.800 / St/B
	77 693 600	SET NW-L STD Ø 64.950 / 69.000 / 22.000 / 2.000 St/B; NW-L STD Ø 64.950 / 69.000 / 27.000 / 2.000 St/B

	22220	EX; 42 x 9 x 139 x RA/S - Cr - 45° - 22 - III
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	22221	IN; 48 x 9 x 139 x A/S - Cr - 30° - 22 - III
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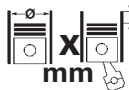

	92-22006	EX; 43.059 x 35 x 7.9; G1; 45°
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	92-22005	IN; 49.08 x 39 x 7.5; G1; 30°
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	MK-9H	
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	81-22110	IN/EX; 15.03/ x 9.03 x 62.8 G2
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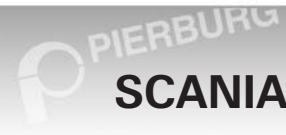


			Cyl.	 mm	cm ³		Comp. Ratio ϵ	kW	PS	Pos
D 8			D (AN) 6	115 x 125	7800	2	17:1	105-120	143-163	1
D 8	05, 06		D (AN) 6	115 x 125	7800	2	15,5:1	140-155	190-211	2
DS 8	01, 05		D (A) 6	115 x 125	7800	2	15,5:1	151-155	205-211	2
D 9 A			D (LA) 6	115 x 144	8974	2	18:1	191	260	3
DN 9	01		D (A) 6	115 x 136	8476	2	16:1	123-128	167-174	4
DS 9	05		D (A) 6	115 x 136	8476	2	17:1	155-185	211-252	6
DS 9	01		D (A) 6	115 x 136	8476	2	16:1	180	245	5
DSC 9 Euro 3	03		D (LA) 6	115 x 136	8476	2		221	300	7
D 10			D (AN) 6	127 x 135	10260	2				8
DS 10			D (A) 6	127 x 135	10260	2		162	220	8
D 11			D (AN) 6	127 x 145	11022	2		149	202	9
DS 11			D (A) 6	127 x 145	11022	2		166-233	225-317	10
DS 11	15		D (A) 6	127 x 145	11022	2	15:1	224	305	12
DS 11	16		D (A) 6	127 x 145	11022	2	15:1	224	305	13
DS 11	34		D (A) 6	127 x 145	11022	2	16:1	228	310	15
DS 11	23		D (A) 6	127 x 145	11022	2	17:1	230	313	14
DS 11	08, 30, 35, 36, 39		D (A) 6	127 x 145	11022	2	17:1	230	313	11
DSC 11	18		D (LA) 6	127 x 145	11022	2	16:1	254-267	345-363	17
DSC 11 (USA)			D (LA) 6	127 x 145	11022	2	17:1			16
DSI 11 (USA)			D (A) 6	127 x 145	11022	2		169	230	18
DC 12 Euro 3	55 A 294, 55 A 316, 55 A 331, 58 A 257, 58 A 272		D (LA) 6	127 x 154	11716	4	18:1	257-331	350-450	20
DC 12 Euro 2	50 A 272, 50 A 316, 50 A 330		D (LA) 6	127 x 154	11716	4	18:1	272-330	370-450	20
DC 12 Euro 3	09		D (LA) 6	127 x 154	11716	4	18:1	309	420	19
DSC 12 Euro 2	06		D (LA) 6	127 x 154	11716	4	18:1	309	420	22
DSC 12 Gas			G (LA) 6	127 x 154	11716	4	12:1			21
DS 14			D (A) 8	127 x 140	14181	2	15:1	257-283	350-385	23
DS 14	02, 06		D (A) 8	127 x 140	14181	2		285-310	387-425	25
DS 14	42 A 24 S		D (AN) 8	127 x 140	14181	2	15:1	294	400	26
DS 14	46		D (AN) 8	127 x 140	14181	2	15:1	300	408	27
DS 14 (USA)			D (A) 8	127 x 140	14181	2	15:1	257	350	24
DSC 14 Euro 2	61		D (LA) 8	127 x 140	14181	2		300-551	408-749	31
DSC 14	03		D (LA) 8	127 x 140	14181	2	16:1	331	450	28
DSC 14 Euro 1	09		D (LA) 8	127 x 140	14181	2	17:1	368	500	29
DSC 14 Euro 2	13		D (LA) 8	127 x 140	14181	2	18:1	390	530	30
DSC 14 (USA)			D (LA) 8	127 x 140	14181	2	15,5:1	316	430	24
DSI 14	47, 50, 60, 61, 63		D (LA) 8	127 x 140	14181	2	15:1	340	462	32
DC 16 Euro 2	40 A 404, 40 A 432, 41 A 294, 41 A 331		D (LA) 8	127 x 154	15600	4	18:1	294-432	400-588	20
DC 16 Euro 3	47 A 353, 47 A 382		D (LA) 8	127 x 154	15600	4	17:1	353-382	480-520	20
DC 16 Gas			G (LA) 8	127 x 154	15600	4	12:1			21



1		115									
	D 8	08.1961 → 07.1986	D AN 6	7800 cm ³	2V	105-120 kW	143-163 PS	£ 17:1		125	
	80 00243 1 0 000	Cyl. Ø: 115; Set: 1; [R G6 MO 2.385] [M 2.39] [M 2.39] [DSF CR 4.75]									
	80 00243 1 0 000	Cyl. Ø: 115; Set: 1; [R G6 MO 2.385] [M 2.39] [DSF CR 4.75]									
	89 088 110	N - Wet cylinder liner; finished; A=130 C=137.3 L=270.5 H+F=8.2+0.8									
	88 402 110	N - Wet cylinder liner; finished; A=130 C=137.3 L=271 H+F=8+0.7									
2		115									
	D 8	05, 06	D AN 6	7800 cm ³	2V	140-155 kW	190-211 PS	£ 15,5:1		125	
	DS 8	01, 05									
		12.1979 → 12.1994	D A 6	7800 cm ³	2V	151-155 kW	205-211 PS	£ 15,5:1		125	
	93 152 600	Cyl. Ø: 115; KH: 96.1; MT: -18.1; MØ: 76; GL: 150.1; piston pin: 46x96; number of piston rings: 3									
	RTK										
	R	2,385	MO	G6							
	M	2,39									
	DSF	4,75	CR								
		→ 80 00243 1 0 ...									
		DS 8.01, DS 8.05: →1987									
	80 00243 1 0 000	Cyl. Ø: 115; Set: 1; [R G6 MO 2.385] [M 2.39] [DSF CR 4.75], DS 8.05: →1987									
	93 152 960	Piston: 93152600; Cylinder liner: 88402110, DS 8.01, DS 8.05: →1987, →mot. 500 1442									
	93 152 961	Piston: 93152600; Cylinder liner: 89088110, DS 8.01, DS 8.05: →1987, mot. 500 1443→									
	89 088 110	N - Wet cylinder liner; finished; A=130 C=137.3 L=270.5 H+F=8.2+0.8									
	88 402 110	N - Wet cylinder liner; finished; A=130 C=137.3 L=271 H+F=8+0.7									
3		115									
	D 9 A		D LA 6	8974 cm ³	2V	191 kW	260 PS	£ 18:1		144	
	40 182 600	Cyl. Ø: 115; KH: 83.4; VT1: -2.4; VT2: -2.6; MT: -20.5; MØ: 72; GL: 130.92; piston pin: 50x92; number of piston rings: 3									
	RTK, TPL										
	T15	3	CK	G6							
	M	2,39									
	DSF	3,5	CR								
		→ 80 00554 1 0 ...									
	80 00554 1 0 000	Cyl. Ø: 115; Set: 1; [T15 G6 IW CK 3] [M 2.39] [DSF CR 3.5]									
	40 182 960	Piston: 40182600; Cylinder liner: 89599110									
	89 599 110	N - Wet cylinder liner; finished; A=127.7 C=140.76 L=257.5 H+F=8.3+0.8 X=17.9									
	79 277 600	PAIR AS STD Ø 101.000 / 125.150 // 3.430 St/B									
	79 278 600	PAIR AS STD Ø 106.000 / 130.000 // 3.430 St/B									
	77 707 600	SET HL STD Ø 90.000 / 94.200 / 35.400 / 2.065 St/B/G									
		77 707 610 0,25 / 77 707 620 0,50									
	77 708 600	SET HL STD Ø 95.000 / 99.200 / 35.400 / 2.065 St/B/G									
		77 708 610 0,25 / 77 708 620 0,50									
	77 709 600	SET PL STD Ø 80.000 / 84.230 / 42.150 / 2.085 St/B/G									
		77 709 610 0,25 / 77 709 620 0,50									
	77 721 690	SET PL-B SEMI Ø 50.000 / 53.800 / 43.500 / St/B									
	77 737 600	SET NW-L STD Ø 66.950 / 71.000 / 35.000 / 2.000 St/B									
4		115									
	DN 9	01	D A 6	8476 cm ³	2V	123-128 kW	167-174 PS	£ 16:1		136	
	89 088 110	N - Wet cylinder liner; finished; A=130 C=137.3 L=270.5 H+F=8.2+0.8									
	79 277 600	PAIR AS STD Ø 101.000 / 125.150 // 3.430 St/B									
	79 278 600	PAIR AS STD Ø 106.000 / 130.000 // 3.430 St/B									
	77 707 600	SET HL STD Ø 90.000 / 94.200 / 35.400 / 2.065 St/B/G									
		77 707 610 0,25 / 77 707 620 0,50									
	77 708 600	SET HL STD Ø 95.000 / 99.200 / 35.400 / 2.065 St/B/G									
		77 708 610 0,25 / 77 708 620 0,50									
	77 709 600	SET PL STD Ø 80.000 / 84.230 / 42.150 / 2.085 St/B/G									
		77 709 610 0,25 / 77 709 620 0,50									

cont...



77 721 690 SET PL-B SEMI Ø 50.000 / 53.800 / 43.500 / St/B
77 737 600 SET NW-L STD Ø 66.950 / 71.000 / 35.000 / 2.000 St/B



105-35504 EX; 44 x 11 x 162.5 x A - Cr - 45° - VS - 12 - III



81-34003 EX; 18.01/ x 11 x 68 G2, with valve stem gasket

105-35491 IN; 51 x 11 x 162.5 x RA/S - Cr - 20° - 12 -

81-47111 EX; 18.01/ x 11 x 73 G1, without valve stem gasket

81-47110 IN; 18.011/ x 11 x 80 G1, without valve stem gasket

5

115



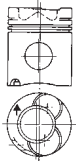
DS 9

01

01.1985 → 12.1998 D A 6 8476 cm³ 2V 180 kW 245 PS €16:1 136



90 221 600 Cyl. Ø: 115; KH: 87.35; VT1: -2.6; MT: -22.05; MØ: 69; GL: 139.35; piston pin: 50x92; number of piston rings: 3
RTK



T15 3,16 CR G3
M 2,39
DSF 4,75 CR
→ **80 00244 1 0 ...**



80 00244 1 0 000 Cyl. Ø: 115; Set: 1; [T15 G3 IW CR 3.16] [M 2.39] [DSF CR 4.75]



90 221 962 Piston: 90221600; Cylinder liner: 89385110



89 385 110 N - Wet cylinder liner; finished; A=128 C=140.76 L=265.5 H+F=10.3+0.8



79 277 600 PAIR AS STD Ø 101.000 / 125.150 // 3.430 St/B

79 278 600 PAIR AS STD Ø 106.000 / 130.000 // 3.430 St/B

77 707 600 SET HL STD Ø 90.000 / 94.200 / 35.400 / 2.065 St/B/G
77 707 610 0,25 / 77 707 620 0,50

77 708 600 SET HL STD Ø 95.000 / 99.200 / 35.400 / 2.065 St/B/G
77 708 610 0,25 / 77 708 620 0,50

77 709 600 SET PL STD Ø 80.000 / 84.230 / 42.150 / 2.085 St/B/G
77 709 610 0,25 / 77 709 620 0,50

77 721 690 SET PL-B SEMI Ø 50.000 / 53.800 / 43.500 / St/B

77 737 600 SET NW-L STD Ø 66.950 / 71.000 / 35.000 / 2.000 St/B



105-35504 EX; 44 x 11 x 162.5 x A - Cr - 45° - VS - 12 - III



81-34003 EX; 18.01/ x 11 x 68 G2, with valve stem gasket

105-35491 IN; 51 x 11 x 162.5 x RA/S - Cr - 20° - 12 -

81-47111 EX; 18.01/ x 11 x 73 G1, without valve stem gasket

81-47110 IN; 18.011/ x 11 x 80 G1, without valve stem gasket

6

115



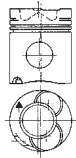
DS 9

05

06.1988 → 12.1998 D A 6 8476 cm³ 2V 155-185 kW 211-252 PS €17:1 136



90 738 700 Cyl. Ø: 115; KH: 87.4; VT1: -2.4; MT: -20.23; MØ: 69; GL: 139.4; piston pin: 50x92; number of piston rings: 3
RTK, TPL



T15 3,16 CR G3
M 2,39
DSF 4,75 CR
→ **80 00244 1 0 ...**



80 00244 1 0 000 Cyl. Ø: 115; Set: 1; [T15 G3 IW CR 3.16] [M 2.39] [DSF CR 4.75]

80 00554 1 0 000 Cyl. Ø: 115; Set: 1; [T15 G6 IW CK 3] [M 2.39] [DSF CR 3.5]



90 738 970 Piston: 90738700; Cylinder liner: 89088110

90 738 971 Piston: 90738700; Cylinder liner: 89385110



89 385 110 N - Wet cylinder liner; finished; A=128 C=140.76 L=265.5 H+F=10.3+0.8

89 088 110 N - Wet cylinder liner; finished; A=130 C=137.3 L=270.5 H+F=8.2+0.8



79 277 600 PAIR AS STD Ø 101.000 / 125.150 // 3.430 St/B

79 278 600 PAIR AS STD Ø 106.000 / 130.000 // 3.430 St/B

77 707 600 SET HL STD Ø 90.000 / 94.200 / 35.400 / 2.065 St/B/G
77 707 610 0,25 / 77 707 620 0,50

77 708 600 SET HL STD Ø 95.000 / 99.200 / 35.400 / 2.065 St/B/G
77 708 610 0,25 / 77 708 620 0,50

cont...

S



TRW
EngineComponents



SCANIA

77 709 600	SET PL STD Ø 80.000 / 84.230 / 42.150 / 2.085 St/B/G 77 709 610 0,25 / 77 709 620 0,50		
77 721 690	SET PL-B SEMI Ø 50.000 / 53.800 / 43.500 / St/B		
77 737 600	SET NW-L STD Ø 66.950 / 71.000 / 35.000 / 2.000 St/B		
105-35504	EX; 44 x 11 x 162.5 x A - Cr - 45° - VS - 12 - III	81-34003	EX; 18.01/ x 11 x 68 G2, with valve stem gasket
105-35491	IN; 51 x 11 x 162.5 x RA/S - Cr - 20° - 12 -	81-47111	EX; 18.01/ x 11 x 73 G1, without valve stem gasket
		81-47110	IN; 18.011/ x 11 x 80 G1, without valve stem gasket

7 **115**
DSC 9 Euro 3 **03**

D	LA	6	8476 cm ³	2V	221 kW	300 PS	136
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79 277 600	PAIR AS STD Ø 101.000 / 125.150 // 3.430 St/B
79 278 600	PAIR AS STD Ø 106.000 / 130.000 // 3.430 St/B
77 707 600	SET HL STD Ø 90.000 / 94.200 / 35.400 / 2.065 St/B/G 77 707 610 0,25 / 77 707 620 0,50
77 708 600	SET HL STD Ø 95.000 / 99.200 / 35.400 / 2.065 St/B/G 77 708 610 0,25 / 77 708 620 0,50
77 709 600	SET PL STD Ø 80.000 / 84.230 / 42.150 / 2.085 St/B/G 77 709 610 0,25 / 77 709 620 0,50
77 721 690	SET PL-B SEMI Ø 50.000 / 53.800 / 43.500 / St/B
77 737 600	SET NW-L STD Ø 66.950 / 71.000 / 35.000 / 2.000 St/B

8 **127**
D 10 1958 → **D AN 6** 10260 cm³ 2V 135
DS 10 1958 → 1968 **D A 6** 10260 cm³ 2V 162 kW 220 PS 135

78 769 601	PAIR AS STD Ø 112.899 / 132.512 // 3.430 St/B		
77 196 690	SET PL-B SEMI Ø 50.000 / 53.800 / 49.300 / St/B		
87 234 600	SET HL STD Ø 101.620 / 106.262 / 44.000 / 2.294 St/B/G; HL STD Ø 101.620 / 106.262 / 35.970 / 2.294 St/B/G 87 234 610 0,25 / 87 234 620 0,50 / 87 234 630 0,75 / 87 234 640 1,00		
87 235 600	SET PL STD Ø 84.255 / 88.483 / 48.000 / 2.092 St/B/G 87 235 610 0,25 / 87 235 620 0,50 / 87 235 630 0,75 / 87 235 640 1,00		
87 236 690	SET NW-L SEMI Ø 68.155 / 71.438 / 35.310 / St/B; NW-L SEMI Ø 59.970 / 63.475 / 30.400 / St/B; NW-L SEMI Ø / 71.438 / 30.400 / St/B, NW-L 2: Shaft Ø 68,051 - 68,070 NW-L 3: Shaft Ø 67,951 - 67,970		
105-35505	EX; 44.6 x 11 x 162.5 x A - Cr - 45° - VS - 12 - Not for engines with increased exhaust brake capacity	81-34002	EX; 18.01/ x 11 x 73 G1, with valve stem gasket
105-35036	IN; 54 x 11 x 162.5 x S - Cr - 30° - VS - 12 - III	81-47111	EX; 18.01/ x 11 x 73 G1, without valve stem gasket
92-34001	EX; 52 x 39 x 10.3; G1; 45°	81-34001	IN; 18.01/ x 11 x 80 G1, without valve stem gasket
92-34000	IN; 56 x 47.5 x 7.5; G1; 20°	81-47110	IN; 18.011/ x 11 x 80 G1, without valve stem gasket

9 **127**
D 11 08.1971 → 06.1989 **D AN 6** 11022 cm³ 2V 149 kW 202 PS 145

93 399 600	Cyl. Ø: 127; KH: 98.76; VT1: -.5; MT: -27.06; MØ: 76; GL: 156.26; piston pin: 50x108; number of piston rings: 3 TPL, RTK R 2,385 CR G6 M 2,385 DSF 4,747 CR → 80 00246 1 1 ... , 80 00246 1 2 ... , 80 00246 6 2 ... 01.1973→1981, →mot. 880 840
80 00246 1 1 000	Cyl. Ø: 127; Set: 1; [R G3 MO 2.385] [M IW 2.385] [DSF CR 4.747], 01.1973→1981, →mot. 880 840
80 00246 1 2 000	Cyl. Ø: 127; Set: 1; [R G6 CR 2.385] [M IW 2.385] [DSF CR 4.747]
80 00246 6 2 000	Cyl. Ø: 127; Set: 6; [R G6 CR 2.385] [M IW 2.385] [DSF CR 4.747]
93 399 961	Piston: 93399600; Cylinder liner: 89366110, 01.1973→1981, →mot. 880 840
89 366 110	N - Wet cylinder liner; finished; A=140 C=153.8 L=291 H+F=7.9+0.8
78 769 601	PAIR AS STD Ø 112.899 / 132.512 // 3.430 St/B
77 196 690	SET PL-B SEMI Ø 50.000 / 53.800 / 49.300 / St/B

cont...



87 234 600	SET HL STD Ø 101.620 / 106.262 / 44.000 / 2.294 St/B/G; HL STD Ø 101.620 / 106.262 / 35.970 / 2.294 St/B/G 87 234 610 0,25 / 87 234 620 0,50 / 87 234 630 0,75 / 87 234 640 1,00		
87 235 600	SET PL STD Ø 84.255 / 88.483 / 48.000 / 2.092 St/B/G 87 235 610 0,25 / 87 235 620 0,50 / 87 235 630 0,75 / 87 235 640 1,00		
87 236 690	SET NW-L SEMI Ø 68.155 / 71.438 / 35.310 / St/B; NW-L SEMI Ø 59.970 / 63.475 / 30.400 / St/B; NW-L SEMI Ø / 71.438 / 30.400 / St/B, NW-L 2: Shaft Ø 68,051 - 68,070 NW-L 3: Shaft Ø 67,951 - 67,970		
105-35505	EX; 44.6 x 11 x 162.5 x A - Cr - 45° - VS - 12 - Not for engines with increased exhaust brake capacity	81-34002	EX; 18.01/ x 11 x 73 G1, with valve stem gasket
105-35355	IN; 54 x 11 x 162.5 x A/S - Cr - 20° - VS - 12 -	81-47111	EX; 18.01/ x 11 x 73 G1, without valve stem gasket
105-35357	IN; 54 x 11 x 162.5 x A/S - Cr - 20° - 12 - III	81-34001	IN; 18.01/ x 11 x 80 G1, without valve stem gasket
105-35036	IN; 54 x 11 x 162.5 x S - Cr - 30° - VS - 12 - III	81-47110	IN; 18.011/ x 11 x 80 G1, without valve stem gasket
92-34001	EX; 52 x 39 x 10.3; G1; 45°		
92-34000	IN; 56 x 47.5 x 7.5; G1; 20°		

10

127



DS 11

08.1971 → 10.1994 D A 6 11022 cm³ 2V 166-233 kW 225-317 PS 145

91 639 600	Cyl. Ø: 127; KH: 98.76; VT1: -2.96; MT: -16.52; MØ: 90; GL: 156.26; piston pin: 50x108; number of piston rings: 3 TPL, RTK T15 3,5 CR G6 M 2,385 DSF 4,747 CR → 80 00248 2 2 ... 1991→		
80 00248 2 2 000	Cyl. Ø: 127; Set: 2; [T15 G6 IW CR 3.5] [M IW 2.385] [DSF CR 4.747]		
91 639 960	Piston: 91639600; Cylinder liner: 89439110, 1991→		
91 639 961	Piston: 91639600; Cylinder liner: 89497110, 1991→		
89 439 110	N - Wet cylinder liner; finished; A=140 C=153.8 L=291 H+F=7.9+0.8 Y=12		
89 497 110	N - Wet cylinder liner; finished; A=140 C=153.8 L=291 H+F=7.9+0.8 Y=13		
78 769 601	PAIR AS STD Ø 112.899 / 132.512 // 3.430 St/B		
77 196 690	SET PL-B SEMI Ø 50.000 / 53.800 / 49.300 / St/B		
87 234 600	SET HL STD Ø 101.620 / 106.262 / 44.000 / 2.294 St/B/G; HL STD Ø 101.620 / 106.262 / 35.970 / 2.294 St/B/G 87 234 610 0,25 / 87 234 620 0,50 / 87 234 630 0,75 / 87 234 640 1,00		
87 235 600	SET PL STD Ø 84.255 / 88.483 / 48.000 / 2.092 St/B/G 87 235 610 0,25 / 87 235 620 0,50 / 87 235 630 0,75 / 87 235 640 1,00		
87 236 690	SET NW-L SEMI Ø 68.155 / 71.438 / 35.310 / St/B; NW-L SEMI Ø 59.970 / 63.475 / 30.400 / St/B; NW-L SEMI Ø / 71.438 / 30.400 / St/B, NW-L 2: Shaft Ø 68,051 - 68,070 NW-L 3: Shaft Ø 67,951 - 67,970		
105-35505	EX; 44.6 x 11 x 162.5 x A - Cr - 45° - VS - 12 - Not for engines with increased exhaust brake capacity	81-34002	EX; 18.01/ x 11 x 73 G1, with valve stem gasket
105-35355	IN; 54 x 11 x 162.5 x A/S - Cr - 20° - VS - 12 -	81-47111	EX; 18.01/ x 11 x 73 G1, without valve stem gasket
105-35357	IN; 54 x 11 x 162.5 x A/S - Cr - 20° - 12 - III	81-34001	IN; 18.01/ x 11 x 80 G1, without valve stem gasket
105-35036	IN; 54 x 11 x 162.5 x S - Cr - 30° - VS - 12 - III	81-47110	IN; 18.011/ x 11 x 80 G1, without valve stem gasket
92-34001	EX; 52 x 39 x 10.3; G1; 45°		
92-34000	IN; 56 x 47.5 x 7.5; G1; 20°		
50 005 213			

S



11

127



DS 11

08, 30, 35, 36, 39

01.1990→

D

A

6

11022 cm³

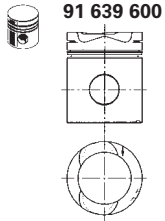
2V

230 kW

313 PS

ε 17:1

H 145



91 639 600

Cyl. Ø: 127; KH: 98.76; VT1: -2.96; MT: -16.52; MØ: 90; GL: 156.26; piston pin: 50x108; number of piston rings: 3
TPL, RTK
T15 3,5 CR G6
M 2,385
DSF 4,747 CR
→ **80 00248 2 2 ...**
1991→



80 00248 2 2 000

Cyl. Ø: 127; Set: 2; [T15 G6 IW CR 3.5] [M IW 2.385] [DSF CR 4.747]



91 639 960

Piston: 91639600; Cylinder liner: 89439110, 1991→

91 639 961

Piston: 91639600; Cylinder liner: 89497110, 1991→



89 439 110

N - Wet cylinder liner; finished; A=140 C=153.8 L=291 H+F=7.9+0.8 Y=12

89 497 110

N - Wet cylinder liner; finished; A=140 C=153.8 L=291 H+F=7.9+0.8 Y=13



78 769 601

PAIR AS STD Ø 112.899 / 132.512 // 3.430 St/B

77 196 690

SET PL-B SEMI Ø 50.000 / 53.800 / 49.300 / St/B

87 234 600

SET HL STD Ø 101.620 / 106.262 / 44.000 / 2.294 St/B/G; HL STD Ø 101.620 / 106.262 / 35.970 / 2.294 St/B/G

87 234 610 0,25 / 87 234 620 0,50 / 87 234 630 0,75 / 87 234 640 1,00

87 235 600

SET PL STD Ø 84.255 / 88.483 / 48.000 / 2.092 St/B/G

87 235 610 0,25 / 87 235 620 0,50 / 87 235 630 0,75 / 87 235 640 1,00

87 236 690

SET NW-L SEMI Ø 68.155 / 71.438 / 35.310 / St/B; NW-L SEMI Ø 59.970 / 63.475 / 30.400 / St/B; NW-L SEMI Ø / 71.438 / 30.400 / St/B, NW-L 2: Shaft Ø 68,051 - 68,070
NW-L 3: Shaft Ø 67,951 - 67,970



105-35505

EX; 44.6 x 11 x 162.5 x A - Cr - 45° - VS - 12 -
Not for engines with increased
exhaust brake capacity



81-34002

EX; 18.01/ x 11 x 73 G1, with valve
stem gasket

105-35355

IN; 54 x 11 x 162.5 x A/S - Cr - 20° - VS - 12 -

81-47111

EX; 18.01/ x 11 x 73 G1, without
valve stem gasket

105-35036

IN; 54 x 11 x 162.5 x S - Cr - 30° - VS - 12 - III

81-34001

IN; 18.01/ x 11 x 80 G1, without valve
stem gasket



92-34001

EX; 52 x 39 x 10.3; G1; 45°

81-47110

IN; 18.011/ x 11 x 80 G1, without
valve stem gasket

92-34000

IN; 56 x 47.5 x 7.5; G1; 20°

12

127



DS 11

15

04.1981→12.1998

D

A

6

11022 cm³

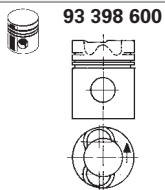
2V

224 kW

305 PS

ε 15:1

H 145



93 398 600

Cyl. Ø: 127; KH: 98.76; VT1: -2.96; MT: -27.06; MØ: 76; GL: 156.26; piston pin: 50x108; number of piston rings: 3
RTK, TPL
R 2,385 CR G6
M 2,385
DSF 4,747 CR
→ **80 00246 1 1 ...**, **80 00246 1 2 ...**, **80 00246 6 2 ...**
→1988



80 00246 1 1 000

Cyl. Ø: 127; Set: 1; [R G3 MO 2.385] [M IW 2.385] [DSF CR 4.747]



80 00246 1 2 000

Cyl. Ø: 127; Set: 1; [R G6 CR 2.385] [M IW 2.385] [DSF CR 4.747]



80 00246 6 2 000

Cyl. Ø: 127; Set: 6; [R G6 CR 2.385] [M IW 2.385] [DSF CR 4.747]



93 398 961

Piston: 93398600; Cylinder liner: 89367110, →1988



89 367 110

N - Wet cylinder liner; finished; A=140 C=153.8 L=291 H+F=7.9+0.8 Y=22



78 769 601

PAIR AS STD Ø 112.899 / 132.512 // 3.430 St/B

77 196 690

SET PL-B SEMI Ø 50.000 / 53.800 / 49.300 / St/B

87 234 600

SET HL STD Ø 101.620 / 106.262 / 44.000 / 2.294 St/B/G; HL STD Ø 101.620 / 106.262 / 35.970 / 2.294 St/B/G

87 234 610 0,25 / 87 234 620 0,50 / 87 234 630 0,75 / 87 234 640 1,00

87 235 600

SET PL STD Ø 84.255 / 88.483 / 48.000 / 2.092 St/B/G

87 235 610 0,25 / 87 235 620 0,50 / 87 235 630 0,75 / 87 235 640 1,00

87 236 690

SET NW-L SEMI Ø 68.155 / 71.438 / 35.310 / St/B; NW-L SEMI Ø 59.970 / 63.475 / 30.400 / St/B; NW-L SEMI Ø / 71.438 / 30.400 / St/B, NW-L 2: Shaft Ø 68,051 - 68,070
NW-L 3: Shaft Ø 67,951 - 67,970

cont...

S



	105-35505	EX; 44.6 x 11 x 162.5 x A - Cr - 45° - VS - 12 - Not for engines with increased exhaust brake capacity		81-34002	EX; 18.01/ x 11 x 73 G1, with valve stem gasket
	105-35355	IN; 54 x 11 x 162.5 x A/S - Cr - 20° - VS - 12 -		81-47111	EX; 18.01/ x 11 x 73 G1, without valve stem gasket
	105-35036	IN; 54 x 11 x 162.5 x S - Cr - 30° - VS - 12 - III		81-34001	IN; 18.01/ x 11 x 80 G1, without valve stem gasket
	92-34001	EX; 52 x 39 x 10.3; G1; 45°		81-47110	IN; 18.011/ x 11 x 80 G1, without valve stem gasket
	92-34000	IN; 56 x 47.5 x 7.5; G1; 20°			
	50 005 213			50 005 832	

13		DS 11	127	16	01.1981 → 05.1988	D A 6	11022 cm ³	2V	224 kW	305 PS	ε15:1	145
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	93 398 600	Cyl. Ø: 127; KH: 98.76; VT1: -2.96; MT: -27.06; MØ: 76; GL: 156.26; piston pin: 50x108; number of piston rings: 3 RTK, TPL R 2,385 CR G6 M 2,385 DSF 4,747 CR → 80 00246 1 1 ... , 80 00246 1 2 ... , 80 00246 6 2 ...
	80 00246 1 1 000	Cyl. Ø: 127; Set: 1; [R G3 MO 2.385] [M IW 2.385] [DSF CR 4.747]
	80 00246 1 2 000	Cyl. Ø: 127; Set: 1; [R G6 CR 2.385] [M IW 2.385] [DSF CR 4.747]
	80 00246 6 2 000	Cyl. Ø: 127; Set: 6; [R G6 CR 2.385] [M IW 2.385] [DSF CR 4.747]

	93 398 961	Piston: 93398600; Cylinder liner: 89367110
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	89 367 110	N - Wet cylinder liner; finished; A=140 C=153.8 L=291 H+F=7.9+0.8 Y=22
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	105-35505	EX; 44.6 x 11 x 162.5 x A - Cr - 45° - VS - 12 - Not for engines with increased exhaust brake capacity		81-34002	EX; 18.01/ x 11 x 73 G1, with valve stem gasket
	105-35355	IN; 54 x 11 x 162.5 x A/S - Cr - 20° - VS - 12 -		81-47111	EX; 18.01/ x 11 x 73 G1, without valve stem gasket
	105-35036	IN; 54 x 11 x 162.5 x S - Cr - 30° - VS - 12 - III		81-34001	IN; 18.01/ x 11 x 80 G1, without valve stem gasket
	92-34001	EX; 52 x 39 x 10.3; G1; 45°		81-47110	IN; 18.011/ x 11 x 80 G1, without valve stem gasket
	92-34000	IN; 56 x 47.5 x 7.5; G1; 20°			

	50 005 213	
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14		DS 11	127	23	01.1990 →	D A 6	11022 cm ³	2V	230 kW	313 PS	ε17:1	145
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	91 639 600	Cyl. Ø: 127; KH: 98.76; VT1: -2.96; MT: -16.52; MØ: 90; GL: 156.26; piston pin: 50x108; number of piston rings: 3 TPL, RTK T15 3,5 CR G6 M 2,385 DSF 4,747 CR → 80 00248 2 2 ... 1991→
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	80 00248 2 2 000	Cyl. Ø: 127; Set: 2; [T15 G6 IW CR 3.5] [M IW 2.385] [DSF CR 4.747]
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	91 639 960	Piston: 91639600; Cylinder liner: 89439110, 1991→
	91 639 961	Piston: 91639600; Cylinder liner: 89497110, 1991→

	89 439 110	N - Wet cylinder liner; finished; A=140 C=153.8 L=291 H+F=7.9+0.8 Y=12
	89 497 110	N - Wet cylinder liner; finished; A=140 C=153.8 L=291 H+F=7.9+0.8 Y=13




	78 769 601	PAIR AS STD Ø 112.899 / 132.512 // 3.430 St/B
	77 196 690	SET PL-B SEMI Ø 50.000 / 53.800 / 49.300 / St/B
	87 234 600	SET HL STD Ø 101.620 / 106.262 / 44.000 / 2.294 St/B/G; HL STD Ø 101.620 / 106.262 / 35.970 / 2.294 St/B/G 87 234 610 0,25 / 87 234 620 0,50 / 87 234 630 0,75 / 87 234 640 1,00
	87 235 600	SET PL STD Ø 84.255 / 88.483 / 48.000 / 2.092 St/B/G 87 235 610 0,25 / 87 235 620 0,50 / 87 235 630 0,75 / 87 235 640 1,00

cont...



TRW
EngineComponents



87 236 690	SET NW-L SEMI Ø 68.155 / 71.438 / 35.310 / St/B; NW-L SEMI Ø 59.970 / 63.475 / 30.400 / St/B; NW-L SEMI Ø / 71.438 / 30.400 / St/B, NW-L 2: Shaft Ø 68,051 - 68,070 NW-L 3: Shaft Ø 67,951 - 67,970		81-34002	EX; 18.01/ x 11 x 73 G1, with valve stem gasket
	105-35505	EX; 44.6 x 11 x 162.5 x A - Cr - 45° - VS - 12 - Not for engines with increased exhaust brake capacity	81-47111	EX; 18.01/ x 11 x 73 G1, without valve stem gasket
	105-35355	IN; 54 x 11 x 162.5 x A/S - Cr - 20° - VS - 12 -	81-34001	IN; 18.01/ x 11 x 80 G1, without valve stem gasket
	92-34001	EX; 52 x 39 x 10.3; G1; 45°	81-47110	IN; 18.011/ x 11 x 80 G1, without valve stem gasket
	92-34000	IN; 56 x 47.5 x 7.5; G1; 20°		



50 005 213

15

 **127**



DS 11

34

06.1989 →

D

A

6

11022 cm³

2V

228 kW

310 PS

ε 16:1

 145



90 759 600



Cyl. Ø: 127; KH: 98.76; VT1: -2.96; MT: -24.5; MØ: 76; GL: 156.26; piston pin: 50x108; number of piston rings: 3
TPL, RTK
T15 3,5 CR G6
M 2,385
DSF 4,747 CR
→ **80 00248 2 2 ...**

94 781 600



Cyl. Ø: 127; KH: 98.36; VT1: -2.96; MT: -24.5; MØ: 76; GL: 155.86; piston pin: 50x108; number of piston rings: 3
RTK, TPL
T15 3,5 CR G6
M 2,385
DSF 4,747 CR
→ **80 00248 1 2 ...**, **80 00248 2 2 ...**



80 00248 1 2 000

Cyl. Ø: 127; Set: 1; [T15 G6 IW CR 3.5] [M IW 2.385] [DSF CR 4.747]

80 00248 2 2 000

Cyl. Ø: 127; Set: 2; [T15 G6 IW CR 3.5] [M IW 2.385] [DSF CR 4.747]



90 759 961

Piston: 90759600; Cylinder liner: 89367110



94 781 961

Piston: 94781600; Cylinder liner: 89367110



89 367 110

N - Wet cylinder liner; finished; A=140 C=153.8 L=291 H+F=7.9+0.8 Y=22

89 540 110

N - Wet cylinder liner; finished; A=140 C=153.8 L=291.1 H+F=7.9+0.8 X=22



78 769 601

PAIR AS STD Ø 112.899 / 132.512 // 3.430 St/B

77 196 690

SET PL-B SEMI Ø 50.000 / 53.800 / 49.300 / St/B

87 234 600

SET HL STD Ø 101.620 / 106.262 / 44.000 / 2.294 St/B/G; HL STD Ø 101.620 / 106.262 / 35.970 / 2.294 St/B/G
87 234 610 0,25 / **87 234 620** 0,50 / **87 234 630** 0,75 / **87 234 640** 1,00

87 235 600

SET PL STD Ø 84.255 / 88.483 / 48.000 / 2.092 St/B/G
87 235 610 0,25 / **87 235 620** 0,50 / **87 235 630** 0,75 / **87 235 640** 1,00

87 236 690

SET NW-L SEMI Ø 68.155 / 71.438 / 35.310 / St/B; NW-L SEMI Ø 59.970 / 63.475 / 30.400 / St/B; NW-L SEMI Ø / 71.438 / 30.400 / St/B, NW-L 2: Shaft Ø 68,051 - 68,070
NW-L 3: Shaft Ø 67,951 - 67,970



105-35505

EX; 44.6 x 11 x 162.5 x A - Cr - 45° - VS - 12 -
Not for engines with increased exhaust brake capacity



81-34002

EX; 18.01/ x 11 x 73 G1, with valve stem gasket

105-35355

IN; 54 x 11 x 162.5 x A/S - Cr - 20° - VS - 12 -

81-47111

EX; 18.01/ x 11 x 73 G1, without valve stem gasket



92-34001

EX; 52 x 39 x 10.3; G1; 45°

81-34001

IN; 18.01/ x 11 x 80 G1, without valve stem gasket

92-34000

IN; 56 x 47.5 x 7.5; G1; 20°

81-47110

IN; 18.011/ x 11 x 80 G1, without valve stem gasket



50 005 832

S



16

DSC 11 127



DSC 11 (USA)

1978 → 1988

D LA 6 11022 cm³ 2V

⊕ 17:1 145



90 946 600

Cyl. Ø: 127; KH: 98.76; VT1: -2.9; MT: -25.41; MØ: 76; GL: 156.26; piston pin: 50x108; number of piston rings: 4
TPL, RTK



T15 3,16 CR G6

M 2,385

M 2,385

DSF 4,747 CR

→ 80 00543 1 0 ...

1978→



80 00247 1 0 000

Cyl. Ø: 127; Set: 1; [T15 G6 IW CR 3.16] [M IW 2.385] [DSF CR 4.747], 1978→

80 00543 1 0 000

Cyl. Ø: 127; Set: 1; [T15 G6 IW CR 3.16] [M IW 2.385] [M IW 2.385] [DSF CR 4.747]



90 946 960

Piston: 90946600; Cylinder liner: 89367110, 1978→

90 946 961

Piston: 90946600; Cylinder liner: 89540110, 1978→



89 367 110

N - Wet cylinder liner; finished; A=140 C=153.8 L=291 H+F=7.9+0.8 Y=22

89 540 110

N - Wet cylinder liner; finished; A=140 C=153.8 L=291.1 H+F=7.9+0.8 X=22, mot. 524 7393→



78 769 601

PAIR AS STD Ø 112.899 / 132.512 // 3.430 St/B

77 196 690

SET PL-B SEMI Ø 50.000 / 53.800 / 49.300 / St/B

87 234 600

SET HL STD Ø 101.620 / 106.262 / 44.000 / 2.294 St/B/G; HL STD Ø 101.620 / 106.262 / 35.970 / 2.294 St/B/G

87 234 610 0,25 / 87 234 620 0,50 / 87 234 630 0,75 / 87 234 640 1,00

87 235 600

SET PL STD Ø 84.255 / 88.483 / 48.000 / 2.092 St/B/G

87 235 610 0,25 / 87 235 620 0,50 / 87 235 630 0,75 / 87 235 640 1,00

87 236 690

SET NW-L SEMI Ø 68.155 / 71.438 / 35.310 / St/B; NW-L SEMI Ø 59.970 / 63.475 / 30.400 / St/B; NW-L SEMI Ø / 71.438 /

30.400 / St/B, NW-L 2: Shaft Ø 68,051 - 68,070

NW-L 3: Shaft Ø 67,951 - 67,970



105-35505

EX; 44.6 x 11 x 162.5 x A - Cr - 45° - VS - 12 -
Not for engines with increased
exhaust brake capacity



81-47111

EX; 18.01/ x 11 x 73 G1, without
valve stem gasket

105-35355

IN; 54 x 11 x 162.5 x A/S - Cr - 20° - VS - 12 -

81-47110

IN; 18.011/ x 11 x 80 G1, without
valve stem gasket



92-34001

EX; 52 x 39 x 10.3; G1; 45°

92-34000

IN; 56 x 47.5 x 7.5; G1; 20°

17

DSC 11 127



DSC 11

18

01.1991 → 06.1991 D LA 6 11022 cm³ 2V 254-267 kW 345-363 PS ⊕ 16:1 145



90 759 600

Cyl. Ø: 127; KH: 98.76; VT1: -2.96; MT: -24.5; MØ: 76; GL: 156.26; piston pin: 50x108; number of piston rings: 3
TPL, RTK



T15 3,5 CR G6

M 2,385

DSF 4,747 CR

→ 80 00248 2 2 ...



94 781 600

Cyl. Ø: 127; KH: 98.36; VT1: -2.96; MT: -24.5; MØ: 76; GL: 155.86; piston pin: 50x108; number of piston rings: 3
RTK, TPL



T15 3,5 CR G6

M 2,385

DSF 4,747 CR

→ 80 00248 1 2 ..., 80 00248 2 2 ...



80 00248 1 2 000

Cyl. Ø: 127; Set: 1; [T15 G6 IW CR 3.5] [M IW 2.385] [DSF CR 4.747]

80 00248 2 2 000

Cyl. Ø: 127; Set: 2; [T15 G6 IW CR 3.5] [M IW 2.385] [DSF CR 4.747]



90 759 961

Piston: 90759600; Cylinder liner: 89367110

94 781 961

Piston: 94781600; Cylinder liner: 89367110



89 367 110

N - Wet cylinder liner; finished; A=140 C=153.8 L=291 H+F=7.9+0.8 Y=22

89 540 110

N - Wet cylinder liner; finished; A=140 C=153.8 L=291.1 H+F=7.9+0.8 X=22



78 769 601

PAIR AS STD Ø 112.899 / 132.512 // 3.430 St/B

77 196 690

SET PL-B SEMI Ø 50.000 / 53.800 / 49.300 / St/B

87 234 600

SET HL STD Ø 101.620 / 106.262 / 44.000 / 2.294 St/B/G; HL STD Ø 101.620 / 106.262 / 35.970 / 2.294 St/B/G

87 234 610 0,25 / 87 234 620 0,50 / 87 234 630 0,75 / 87 234 640 1,00

87 235 600

SET PL STD Ø 84.255 / 88.483 / 48.000 / 2.092 St/B/G

87 235 610 0,25 / 87 235 620 0,50 / 87 235 630 0,75 / 87 235 640 1,00

87 236 690

SET NW-L SEMI Ø 68.155 / 71.438 / 35.310 / St/B; NW-L SEMI Ø 59.970 / 63.475 / 30.400 / St/B; NW-L SEMI Ø / 71.438 /

30.400 / St/B, NW-L 2: Shaft Ø 68,051 - 68,070

NW-L 3: Shaft Ø 67,951 - 67,970

cont...





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TRW
EngineComponents


PIERBURG







PIERBURG
SCANIA

	105-35505	EX; 44.6 x 11 x 162.5 x A - Cr - 45° - VS - 12 - Not for engines with increased exhaust brake capacity		81-34003	EX; 18.01/ x 11 x 68 G2, with valve stem gasket
	105-35355	IN; 54 x 11 x 162.5 x A/S - Cr - 20° - VS - 12 -		81-47111	EX; 18.01/ x 11 x 73 G1, without valve stem gasket
	92-34001	EX; 52 x 39 x 10.3; G1; 45°		81-34004	IN; 18.01/ x 11 x 75 G2
	92-34000	IN; 56 x 47.5 x 7.5; G1; 20°		81-47110	IN; 18.011/ x 11 x 80 G1, without valve stem gasket
	50 005 832				

18		127								
	DSI 11 (USA)	11.1973→06.1990	D	A	6	11022 cm ³	2V	169 kW	230 PS	 145

	90 946 600	Cyl. Ø: 127; KH: 98.76; VT1: -2.9; MT: -25.41; MØ: 76; GL: 156.26; piston pin: 50x108; number of piston rings: 4 TPL, RTK T15 3,16 CR G6 M 2,385 M 2,385 DSF 4,747 CR → 80 00543 1 0 ... 1978→
	80 00247 1 0 000	Cyl. Ø: 127; Set: 1; [T15 G6 IW CR 3.16] [M IW 2.385] [DSF CR 4.747], 1978→
	80 00543 1 0 000	Cyl. Ø: 127; Set: 1; [T15 G6 IW CR 3.16] [M IW 2.385] [M IW 2.385] [DSF CR 4.747]
	90 946 960	Piston: 90946600; Cylinder liner: 89367110, 1978→
	90 946 961	Piston: 90946600; Cylinder liner: 89540110, 1978→
	89 367 110	N - Wet cylinder liner; finished; A=140 C=153.8 L=291 H+F=7.9+0.8 Y=22
	89 540 110	N - Wet cylinder liner; finished; A=140 C=153.8 L=291.1 H+F=7.9+0.8 X=22, mot. 524 7393→
	78 769 601	PAIR AS STD Ø 112.899 / 132.512 // 3.430 St/B
	77 196 690	SET PL-B SEMI Ø 50.000 / 53.800 / 49.300 / St/B
	87 234 600	SET HL STD Ø 101.620 / 106.262 / 44.000 / 2.294 St/B/G; HL STD Ø 101.620 / 106.262 / 35.970 / 2.294 St/B/G 87 234 610 0,25 / 87 234 620 0,50 / 87 234 630 0,75 / 87 234 640 1,00
	87 235 600	SET PL STD Ø 84.255 / 88.483 / 48.000 / 2.092 St/B/G 87 235 610 0,25 / 87 235 620 0,50 / 87 235 630 0,75 / 87 235 640 1,00
	87 236 690	SET NW-L SEMI Ø 68.155 / 71.438 / 35.310 / St/B; NW-L SEMI Ø 59.970 / 63.475 / 30.400 / St/B; NW-L SEMI Ø / 71.438 / 30.400 / St/B, NW-L 2: Shaft Ø 68,051 - 68,070 NW-L 3: Shaft Ø 67,951 - 67,970

19		127								
	DC 12 Euro 3	09.1995→	D	LA	6	11716 cm ³	4V	309 kW	420 PS	 18:1  154

	99 374 600	Cyl. Ø: 127; KH: 85.04; MT: -22.15; MØ: 78; GL: 129.04; piston pin: 54x106; number of piston rings: 3 RTK, TPL T15 3,5 CR G6 M 2,385 DSF 3,5 CR → 80 00364 1 0 ...
	99 500 600	Cyl. Ø: 127; KH: 85.04; MT: -22.15; MØ: 78; GL: 129.04; piston pin: 54x106; number of piston rings: 3 RTK, TPL, KBB T15 3,5 CR G6 M 2,385 DSF 3,5 CR → 80 00364 1 0 ...
	80 00364 1 0 000	Cyl. Ø: 127; Set: 1; [T15 G6 IW CR 3.5] [M IW 2.385] [DSF CR 3.5]
	99 374 960	Piston: 99374600; Cylinder liner: 89541110
	99 500 960	Piston: 99500600; Cylinder liner: 89541110
	89 541 110	N - Wet cylinder liner; finished; A=139 C=150 L=271.1 H=194.27
	79 279 600	PAIR AS STD Ø 119.050 / 143.700 // 3.430 St/B
	77 710 600	SET HL STD Ø 108.000 / 112.200 / 34.300 / 2.065 St/B/G 77 710 610 0,25 / 77 710 620 0,50
	77 711 600	SET PL STD Ø 87.000 / 91.230 / 45.000 / 2.085 St/B/G 77 711 610 0,25 / 77 711 620 0,50
	77 722 690	SET PL-B SEMI Ø 54.000 / 57.800 / 48.260 / St/B
	77 738 600	SET NW-L STD Ø 84.950 / 89.000 / 35.000 / 2.000 St/B

cont...



TRW
EngineComponents

PIERBURG



SCANIA

	105-35548	EX; 41 x 10 x 171.5 x RA/S - Cr - 45° - VS - 9 - III		RK-10H
	105-35547	IN; 44 x 10 x 171.4 x RA/S - Cr - 20° - 9 -		81-34000 IN/EX; 16.01/ x 10 x 73 G2
	92-34003	EX; 44.01 x 35 x 8.5; G1; 20°		
	92-34002	IN; 46.06 x 34.7 x 7.9; G1; 20°		

20		127									
	DC 12 Euro 2	50 A 272, 50 A 316, 50 A 330									
		09.2006 →	D	LA	6	11716 cm ³	4V	272-330 kW	370-450 PS	€ 18:1	154
	DC 12 Euro 3	55 A 294, 55 A 316, 55 A 331, 58 A 257, 58 A 272									
		09.2006 →	D	LA	6	11716 cm ³	4V	257-331 kW	350-450 PS	€ 18:1	154
	DC 16 Euro 2	40 A 404, 40 A 432, 41 A 294, 41 A 331									
		09.2006 →	D	LA	8	15600 cm ³	4V	294-432 kW	400-588 PS	€ 18:1	154
	DC 16 Euro 3	47 A 353, 47 A 382									
		06.2007 →	D	LA	8	15600 cm ³	4V	353-382 kW	480-520 PS	€ 17:1	154

	105-35548	EX; 41 x 10 x 171.5 x RA/S - Cr - 45° - VS - 9 - III		RK-10H
	105-35547	IN; 44 x 10 x 171.4 x RA/S - Cr - 20° - 9 -		81-34000 IN/EX; 16.01/ x 10 x 73 G2
	92-34003	EX; 44.01 x 35 x 8.5; G1; 20°		
	92-34002	IN; 46.06 x 34.7 x 7.9; G1; 20°		

21		127									
	DSC 12 Gas		G	LA	6	11716 cm ³	4V			€ 12:1	154
	DC 16 Gas		G	LA	8	15600 cm ³	4V			€ 12:1	154

	40 335 600	Cyl. Ø: 127; KH: 84.54; MT: -25.4; MØ: 94; GL: 128.54; piston pin: 54x106; number of piston rings: 3
		RTK, TPL
		T15 3,5 CR G6
		M 2,385
		DSF 3,5 CR
		→ 80 00364 1 0 ...

	80 00364 1 0 000	Cyl. Ø: 127; Set: 1; [T15 G6 IW CR 3.5] [M IW 2.385] [DSF CR 3.5]
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22		127									
	DSC 12 Euro 2	06									
			D	LA	6	11716 cm ³	4V	309 kW	420 PS	€ 18:1	154
	79 279 600	PAIR AS STD Ø 119.050 / 143.700 // 3.430 St/B									
	77 710 600	SET HL STD Ø 108.000 / 112.200 / 34.300 / 2.065 St/B/G									
		77 710 610 0,25 / 77 710 620 0,50									
	77 711 600	SET PL STD Ø 87.000 / 91.230 / 45.000 / 2.085 St/B/G									
		77 711 610 0,25 / 77 711 620 0,50									
	77 722 690	SET PL-B SEMI Ø 54.000 / 57.800 / 48.260 / St/B									
	77 738 600	SET NW-L STD Ø 84.950 / 89.000 / 35.000 / 2.000 St/B									

	105-35548	EX; 41 x 10 x 171.5 x RA/S - Cr - 45° - VS - 9 - III		RK-10H
	105-35547	IN; 44 x 10 x 171.4 x RA/S - Cr - 20° - 9 -		81-34000 IN/EX; 16.01/ x 10 x 73 G2
	92-34003	EX; 44.01 x 35 x 8.5; G1; 20°		
	92-34002	IN; 46.06 x 34.7 x 7.9; G1; 20°		

	50 005 214	
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23		127									
	DS 14	11.1976 → 02.1993	D	A	8	14181 cm ³	2V	257-283 kW	350-385 PS	€ 15:1	140
	93 938 600	Cyl. Ø: 127; KH: 94.67; VT1: -2.92; MT: -26.2; MØ: 75.5; GL: 146.67; piston pin: 50x108; number of piston rings: 3									
		RTK, TPL									
		T15 3,16 CR G6									
		M 2,385									
		DSF 4,747 CR									
		→ 80 00247 1 0 ...									
		exchangeable only in sets, → 12.1976									

	80 00247 1 0 000	Cyl. Ø: 127; Set: 1; [T15 G6 IW CR 3.16] [M IW 2.385] [DSF CR 4.747]
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TRW
EngineComponents



	93 938 960	Piston: 93938600; Cylinder liner: 88568110, →12.1976	
	88 568 110	N - Wet cylinder liner; finished; A=140 C=156 L=276 H+F=10.05+0.4	
	78 769 601	PAIR AS STD Ø 112.899 / 132.512 // 3.430 St/B	
	77 205 690	SET PL-B SEMI Ø 50.000 / 53.800 / 49.300 / St/B	
	87 203 600	SET PL STD Ø 90.000 / 94.000 / 41.250 / 1.976 St/B/G	
		87 203 610 0,25 / 87 203 620 0,50 / 87 203 630 0,75 / 87 203 640 1,00	
	87 204 600	SET HL STD Ø 101.620 / 106.262 / 40.000 / 2.295 St/B/G	
		87 204 610 0,25 / 87 204 620 0,50 / 87 204 630 0,75 / 87 204 640 1,00	
	105-35505	EX; 44.6 x 11 x 162.5 x A - Cr - 45° - VS - 12 - Not for engines with increased exhaust brake capacity	81-34002 EX; 18.01/ x 11 x 73 G1, with valve stem gasket
	105-35355	IN; 54 x 11 x 162.5 x A/S - Cr - 20° - VS - 12 -	81-47111 EX; 18.01/ x 11 x 73 G1, without valve stem gasket
	105-35357	IN; 54 x 11 x 162.5 x A/S - Cr - 20° - 12 - III	81-34001 IN; 18.01/ x 11 x 80 G1, without valve stem gasket
	105-35036	IN; 54 x 11 x 162.5 x S - Cr - 30° - VS - 12 - III	81-47110 IN; 18.011/ x 11 x 80 G1, without valve stem gasket
	92-34001	EX; 52 x 39 x 10.3; G1; 45°	
	92-34000	IN; 56 x 47.5 x 7.5; G1; 20°	

24

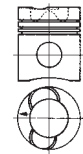
127



DS 14 (USA)
DSC 14 (USA)

D	A	8	14181 cm ³	2V	257 kW	350 PS	£ 15:1	140 (1)
D	LA	8	14181 cm ³	2V	316 kW	430 PS	£ 15,5:1	140 (1)

(1) also industry-engine



93 234 600

Cyl. Ø: 127; KH: 94.67; VT1: -2.92; MT: -24.8; MØ: 75.5; GL: 146.67; piston pin: 50x108; number of piston rings: 3
RTK, TPL
T15 3,16 CR G6
M 2,385
DSF 4,747 CR
→ **80 00247 1 0 ...**



80 00247 1 0 000

Cyl. Ø: 127; Set: 1; [T15 G6 IW CR 3.16] [M IW 2.385] [DSF CR 4.747]



93 234 960

Piston: 93234600; Cylinder liner: 88568110



88 568 110

N - Wet cylinder liner; finished; A=140 C=156 L=276 H+F=10.05+0.4



78 769 601

PAIR AS STD Ø 112.899 / 132.512 // 3.430 St/B

77 205 690

SET PL-B SEMI Ø 50.000 / 53.800 / 49.300 / St/B

87 203 600

SET PL STD Ø 90.000 / 94.000 / 41.250 / 1.976 St/B/G

87 203 610 0,25 / **87 203 620** 0,50 / **87 203 630** 0,75 / **87 203 640** 1,00

87 204 600

SET HL STD Ø 101.620 / 106.262 / 40.000 / 2.295 St/B/G

87 204 610 0,25 / **87 204 620** 0,50 / **87 204 630** 0,75 / **87 204 640** 1,00

25

127



DS 14

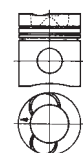
02, 06

08.1993→

D	A	8	14181 cm ³	2V	285-310 kW	387-425 PS	140
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93 938 600



Cyl. Ø: 127; KH: 94.67; VT1: -2.92; MT: -26.2; MØ: 75.5; GL: 146.67; piston pin: 50x108; number of piston rings: 3
RTK, TPL
T15 3,16 CR G6
M 2,385
DSF 4,747 CR
→ **80 00247 1 0 ...**
exchangeable only in sets, **DS 14.02:** 01.1983→



80 00247 1 0 000

Cyl. Ø: 127; Set: 1; [T15 G6 IW CR 3.16] [M IW 2.385] [DSF CR 4.747]



93 938 960

Piston: 93938600; Cylinder liner: 88568110, **DS 14.02:** 01.1983→



88 568 110

N - Wet cylinder liner; finished; A=140 C=156 L=276 H+F=10.05+0.4



78 769 601

PAIR AS STD Ø 112.899 / 132.512 // 3.430 St/B

77 205 690

SET PL-B SEMI Ø 50.000 / 53.800 / 49.300 / St/B

87 203 600

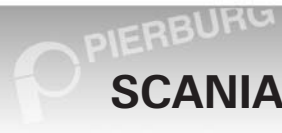
SET PL STD Ø 90.000 / 94.000 / 41.250 / 1.976 St/B/G

87 203 610 0,25 / **87 203 620** 0,50 / **87 203 630** 0,75 / **87 203 640** 1,00

cont...



TRW
EngineComponents



SCANIA

87 204 600	SET HL STD Ø 101.620 / 106.262 / 40.000 / 2.295 St/B/G 87 204 610 0,25 / 87 204 620 0,50 / 87 204 630 0,75 / 87 204 640 1,00		
105-35505	EX; 44.6 x 11 x 162.5 x A - Cr - 45° - VS - 12 - Not for engines with increased exhaust brake capacity	81-34002	EX; 18.01/ x 11 x 73 G1, with valve stem gasket
105-35355	IN; 54 x 11 x 162.5 x A/S - Cr - 20° - VS - 12 -	81-47111	EX; 18.01/ x 11 x 73 G1, without valve stem gasket
92-34001	EX; 52 x 39 x 10.3; G1; 45°	81-34001	IN; 18.01/ x 11 x 80 G1, without valve stem gasket
92-34000	IN; 56 x 47.5 x 7.5; G1; 20°	81-47110	IN; 18.011/ x 11 x 80 G1, without valve stem gasket

26		127	
DS 14	42 A 24 S		
	06.1984 → 12.1998	D AN 8	14181 cm ³ 2V 294 kW 400 PS ξ 15:1 140
93 938 600	Cyl. Ø: 127; KH: 94.67; VT1: -2.92; MT: -26.2; MØ: 75.5; GL: 146.67; piston pin: 50x108; number of piston rings: 3 RTK, TPL T15 3,16 CR G6 M 2,385 DSF 4,747 CR → 80 00247 1 0 ... exchangeable only in sets		
80 00247 1 0 000	Cyl. Ø: 127; Set: 1; [T15 G6 IW CR 3.16] [M IW 2.385] [DSF CR 4.747]		
93 938 960	Piston: 93938600; Cylinder liner: 88568110		
88 568 110	N - Wet cylinder liner; finished; A=140 C=156 L=276 H+F=10.05+0.4		

27		127	
DS 14	46		
	1988 →	D AN 8	14181 cm ³ 2V 300 kW 408 PS ξ 15:1 140
105-35505	EX; 44.6 x 11 x 162.5 x A - Cr - 45° - VS - 12 - Not for engines with increased exhaust brake capacity	81-34002	EX; 18.01/ x 11 x 73 G1, with valve stem gasket
105-35355	IN; 54 x 11 x 162.5 x A/S - Cr - 20° - VS - 12 -	81-47111	EX; 18.01/ x 11 x 73 G1, without valve stem gasket
105-35036	IN; 54 x 11 x 162.5 x S - Cr - 30° - VS - 12 - III	81-34001	IN; 18.01/ x 11 x 80 G1, without valve stem gasket
92-34001	EX; 52 x 39 x 10.3; G1; 45°	81-47110	IN; 18.011/ x 11 x 80 G1, without valve stem gasket
92-34000	IN; 56 x 47.5 x 7.5; G1; 20°		

28		127	
DSC 14	03		
	08.1987 → 12.1998	D LA 8	14181 cm ³ 2V 331 kW 450 PS ξ 16:1 140
90 737 600	Cyl. Ø: 127; KH: 94.67; VT1: -2.92; MT: -23.85; MØ: 75.5; GL: 146.67; piston pin: 50x108; number of piston rings: 3 KKK, Lox, RTK, TPL T15 3,5 CR G6 M 2,385 DSF 4,747 CR → 80 00248 2 2 ... mot. 554 8743 →		
80 00248 2 2 000	Cyl. Ø: 127; Set: 2; [T15 G6 IW CR 3.5] [M IW 2.385] [DSF CR 4.747]		
90 737 961	Piston: 90737600; Cylinder liner: 89411110		
89 411 110	N - Wet cylinder liner; finished; A=140 C=155.7 L=275.5 H+F=10.05+0.4		
78 769 601	PAIR AS STD Ø 112.899 / 132.512 // 3.430 St/B		
77 205 690	SET PL-B SEMI Ø 50.000 / 53.800 / 49.300 / St/B		
87 203 600	SET PL STD Ø 90.000 / 94.000 / 41.250 / 1.976 St/B/G 87 203 610 0,25 / 87 203 620 0,50 / 87 203 630 0,75 / 87 203 640 1,00		
87 204 600	SET HL STD Ø 101.620 / 106.262 / 40.000 / 2.295 St/B/G 87 204 610 0,25 / 87 204 620 0,50 / 87 204 630 0,75 / 87 204 640 1,00		

cont...

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TRW
EngineComponents



	105-35505	EX; 44.6 x 11 x 162.5 x A - Cr - 45° - VS - 12 - Not for engines with increased exhaust brake capacity		81-34002	EX; 18.01/ x 11 x 73 G1, with valve stem gasket
	105-35355	IN; 54 x 11 x 162.5 x A/S - Cr - 20° - VS - 12 -		81-47111	EX; 18.01/ x 11 x 73 G1, without valve stem gasket
	92-34001	EX; 52 x 39 x 10.3; G1; 45°		81-34001	IN; 18.01/ x 11 x 80 G1, without valve stem gasket
	92-34000	IN; 56 x 47.5 x 7.5; G1; 20°		81-47110	IN; 18.011/ x 11 x 80 G1, without valve stem gasket

29 **127**
DSC 14 Euro 1 **09**
02.1994 → 09.2001 D LA 8 14181 cm³ 2V 368 kW 500 PS £ 17:1 140

	90 737 600	Cyl. Ø: 127; KH: 94.67; VT1: -2.92; MT: -23.85; MØ: 75.5; GL: 146.67; piston pin: 50x108; number of piston rings: 3 KKK, Lox, RTK, TPL T15 3,5 CR G6 M 2,385 DSF 4,747 CR → 80 00248 2 2 ...
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	80 00248 2 2 000	Cyl. Ø: 127; Set: 2; [T15 G6 IW CR 3.5] [M IW 2.385] [DSF CR 4.747]
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	90 737 961	Piston: 90737600; Cylinder liner: 89411110
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	89 411 110	N - Wet cylinder liner; finished; A=140 C=155.7 L=275.5 H+F=10.05+0.4
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	78 769 601	PAIR AS STD Ø 112.899 / 132.512 // 3.430 St/B
	77 205 690	SET PL-B SEMI Ø 50.000 / 53.800 / 49.300 / St/B
	87 203 600	SET PL STD Ø 90.000 / 94.000 / 41.250 / 1.976 St/B/G
	87 203 610 0,25 / 87 203 620 0,50 / 87 203 630 0,75 / 87 203 640 1,00	
	87 204 600	SET HL STD Ø 101.620 / 106.262 / 40.000 / 2.295 St/B/G
	87 204 610 0,25 / 87 204 620 0,50 / 87 204 630 0,75 / 87 204 640 1,00	

	105-35505	EX; 44.6 x 11 x 162.5 x A - Cr - 45° - VS - 12 - Not for engines with increased exhaust brake capacity		81-47111	EX; 18.01/ x 11 x 73 G1, without valve stem gasket
	105-35355	IN; 54 x 11 x 162.5 x A/S - Cr - 20° - VS - 12 -		81-47110	IN; 18.011/ x 11 x 80 G1, without valve stem gasket
	92-34001	EX; 52 x 39 x 10.3; G1; 45°			
	92-34000	IN; 56 x 47.5 x 7.5; G1; 20°			

30 **127**
DSC 14 Euro 2 **13**
10.1994 → D LA 8 14181 cm³ 2V 390 kW 530 PS £ 18:1 140

	78 769 601	PAIR AS STD Ø 112.899 / 132.512 // 3.430 St/B
	77 205 690	SET PL-B SEMI Ø 50.000 / 53.800 / 49.300 / St/B
	87 203 600	SET PL STD Ø 90.000 / 94.000 / 41.250 / 1.976 St/B/G
	87 203 610 0,25 / 87 203 620 0,50 / 87 203 630 0,75 / 87 203 640 1,00	
	87 204 600	SET HL STD Ø 101.620 / 106.262 / 40.000 / 2.295 St/B/G
	87 204 610 0,25 / 87 204 620 0,50 / 87 204 630 0,75 / 87 204 640 1,00	

	105-35505	EX; 44.6 x 11 x 162.5 x A - Cr - 45° - VS - 12 - Not for engines with increased exhaust brake capacity		81-34003	EX; 18.01/ x 11 x 68 G2, with valve stem gasket
	105-35355	IN; 54 x 11 x 162.5 x A/S - Cr - 20° - VS - 12 -		81-47111	EX; 18.01/ x 11 x 73 G1, without valve stem gasket
	92-34001	EX; 52 x 39 x 10.3; G1; 45°		81-34004	IN; 18.01/ x 11 x 75 G2
	92-34000	IN; 56 x 47.5 x 7.5; G1; 20°		81-47110	IN; 18.011/ x 11 x 80 G1, without valve stem gasket

	50 005 601	
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31 **127**
DSC 14 Euro 2 **61**
01.1997 → D LA 8 14181 cm³ 2V 300-551 kW 408-749 PS 140

	105-35505	EX; 44.6 x 11 x 162.5 x A - Cr - 45° - VS - 12 - Not for engines with increased exhaust brake capacity		81-47111	EX; 18.01/ x 11 x 73 G1, without valve stem gasket
	105-35355	IN; 54 x 11 x 162.5 x A/S - Cr - 20° - VS - 12 -		81-47110	IN; 18.011/ x 11 x 80 G1, without valve stem gasket








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TRW
EngineComponents



SCANIA

	92-34001	EX; 52 x 39 x 10.3; G1; 45°	
	92-34000	IN; 56 x 47.5 x 7.5; G1; 20°	
32		127	
	DSI 14	47, 50, 60, 61, 63 1988 →	D LA 8 14181 cm ³ 2V 340 kW 462 PS ξ 15:1 \bar{H} 140
	78 769 601	PAIR AS STD \varnothing 112.899 / 132.512 // 3.430 St/B	
	77 205 690	SET PL-B SEMI \varnothing 50.000 / 53.800 / 49.300 / St/B	
	87 203 600	SET PL STD \varnothing 90.000 / 94.000 / 41.250 / 1.976 St/B/G 87 203 610 0,25 / 87 203 620 0,50 / 87 203 630 0,75 / 87 203 640 1,00	
	87 204 600	SET HL STD \varnothing 101.620 / 106.262 / 40.000 / 2.295 St/B/G 87 204 610 0,25 / 87 204 620 0,50 / 87 204 630 0,75 / 87 204 640 1,00	
	105-35505	EX; 44.6 x 11 x 162.5 x A - Cr - 45° - VS - 12 - Not for engines with increased exhaust brake capacity	 81-47111 EX; 18.01/ x 11 x 73 G1, without valve stem gasket
	105-35355	IN; 54 x 11 x 162.5 x A/S - Cr - 20° - VS - 12 -	81-47110 IN; 18.011/ x 11 x 80 G1, without valve stem gasket
	92-34001	EX; 52 x 39 x 10.3; G1; 45°	
	92-34000	IN; 56 x 47.5 x 7.5; G1; 20°	

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TRW
EngineComponents

PIERBURG



PIERBURG
STEYR

		Cyl.	 X mm	cm ³		Comp. Ratio ε	kW	PS	Pos
D 0824 FL 01 Euro 1	D (LA)	4	108 x 125	4580	2	17:1	66-75	90-102	6
D 0826 LFL 03 Euro 2	D (LA)	6	108 x 125	6871	2	16,5:1	162	220	7
D 0826 LFL 06 Euro 1	D (LA)	6	108 x 125	6871	2	16,5:1	162	220	8
NY	D (A)	6	76,5 x 86,4	2383	2	23:1	77	105	1
WD 113 a	D (AN)	1	110 x 140	1330	2	21:1	11	15	9
WD 308.40	D (AN)	3	100 x 100	2356	2	16,8:1	31-33	40-45	2
WD 308.41	D (AN)	3	100 x 100	2356	2	16,8:1	33	45	2
WD 308.45	D (AN)	3	100 x 100	2356	2	16,8:1	33-35	45-47	2
WD 311.40	D (AN)	3	100 x 110	2592	2	16,15:1	35	48	3
WD 311.41	D (AN)	3	100 x 110	2592	2	16,15:1	35	48	3
WD 311.44	D (AN)	3	100 x 110	2592	2	16,15:1	35	48	3
WD 311.45	D (AN)	3	100 x 110	2592	2	16,15:1	35	48	3
WD 311.46	D (AN)	3	100 x 110	2592	2	16,15:1	35	48	3
WD 311.47	D (AN)	3	100 x 110	2592	2	16,15:1	35	48	3
WD 311.85	D (AN)	3	100 x 110	2592	2	16,15:1	41	56	3
WD 311.86	D (AN)	3	100 x 110	2592	2	16,15:1	41	56	3
WD 311.87	D (AN)	3	100 x 110	2592	2	16,15:1	41	56	3
WD 408.40	D (AN)	4	100 x 100	3140	2	16,8:1	44	60	2
WD 408.41	D (AN)	4	100 x 100	3140	2	16,8:1	41	55	2
WD 408.42	D (AN)	4	100 x 100	3140	2	16,8:1	30	41	2
WD 408.43	D (AN)	4	100 x 100	3140	2	16,8:1	44-47	60-64	2
WD 411.41	D (AN)	4	100 x 110	3456	2	16,15:1	43	59	3
WD 411.42	D (AN)	4	100 x 110	3456	2	16,15:1	43	59	3
WD 411.43	D (AN)	4	100 x 110	3456	2	16,15:1	43-47	59-64	3
WD 411.44	D (AN)	4	100 x 110	3456	2	16,15:1	43-47	59-64	3
WD 411.45	D (AN)	4	100 x 110	3456	2	16,15:1	47	64	4
WD 411.46	D (AN)	4	100 x 110	3456	2	16,15:1	47	64	3
WD 413 c	D (AN)	4	110 x 140	5322	2	21:1			10
WD 610.01	D (AN)	6	105 x 115	5976	2	17:1	81	110	5
WD 610.18	D (AN)	6	105 x 115	5976	2	17:1	81	110	5
WD 610.20	D (AN)	6	105 x 115	5976	2	17:1	97	132	5
WD 610.40	D (AN)	6	105 x 115	5976	2	17:1	74	100	5
WD 610.42	D (AN)	6	105 x 115	5976	2	17:1	66	90	5
WD 610.43	D (AN)	6	105 x 115	5976	2	17:1	85	115	5
WD 610.44	D (AN)	6	105 x 115	5976	2	17:1	85	115	5
WD 610.50	D (AN)	6	105 x 115	5976	2	17:1	66-85	90-115	5
WD 611.40	D (AN)	6	100 x 110	5184	2	16,15:1	63	85	3
WD 611.41	D (AN)	6	100 x 110	5184	2	16,15:1	63	85	3
WD 611.42	D (AN)	6	100 x 110	5184	2	16,15:1	66	89	3
WD 611.43	D (AN)	6	100 x 110	5184	2	16,15:1	66	89	3
WD 611.86	D (A)	6	100 x 110	5184	2	16,2:1	74	81	3
WD 615.63	D (LA)	6	126 x 130	9726	2	16:1	204	277	11
WD 615.64	D (A)	6	126 x 130	9726	2	16:1	175	238	11
WD 615.68	D (LA)	6	126 x 130	9726	2	16:1	228	310	11
WD 615.73	D (LA)	6	126 x 130	9726	2	16:1	204	278	11
WD 615.87	D (LA)	6	126 x 130	9726	2	16:1	206	280	12

S



1		76,5																		
		NY	10.1986 → 12.1996	D	A	6	2383 cm ³	2V	77 kW	105 PS	⊕ 23:1		86,4							
		Pinzgauer 2.4 TD																		

	90 732 600	Cyl. Ø: 76.51; KH: 41.7; MT: -1.6; GL: 71.7; piston pin: 24x64; number of piston rings: 3 90 732 610 77,01 / 90 732 620 77,51 RTK, Lox, RK, TPL R 1,75 CR G6 M 2 CR G3 DSF 3 CR → 80 00006 1 0 ... cylinder head gasketpiston protrusion: notches thickness more than less than - 07.1985 1 1,40 + 0,67 + 0,80 2 1,50 + 0,81 + 0,90 3 1,60 + 0,91 + 1,02 08.1985 - 1 1,53 + 0,66 + 0,86 2 1,57 + 0,87 + 0,90 3 1,61 + 0,91 + 1,02 Motor Nr. 1464108 ... 0 1,65 mm + 0,70 1 1,80 mm + 0,70 + 0,85 2 1,95 mm + 0,85
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	80 00006 1 0 000	Cyl. Ø: 76.5; Set: 1; [R G6 CR 1.75] [M G3 IFU CR 2] [DSF CR 3] 80 00006 1 0 050 77,00 / 80 00006 1 0 100 77,50
	80 00006 1 1 050	Cyl. Ø: 77; Set: 1; [R G6 CR 1.75] [M IFU 2] [DSF CR 3] 80 00006 1 1 100 77,50
	80 00006 4 1 050	Cyl. Ø: 77; Set: 4; [R G6 CR 1.75] [M IFU 2] [DSF CR 3] 80 00006 4 1 100 77,50

	90 732 960	Piston: 90732600; Cylinder liner: 89163190
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	89 163 190	T - Dry cylinder liner; semi; A=79.5 C=81.5 L=145 H=4.7
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	78 639 600	PAIR AS STD Ø 63.750 / 76.950 // 1.975 St/A
	77 233 602	SET HL STD Ø 57.978 / 63.000 / 18.500 / 2.502 St/A 77 233 612 0,25 / 77 233 622 0,50
	87 288 690	SET PL-B SEMI Ø 22.000 / 25.000 / 25.000 / St/B
	87 342 690	SET PL-B SEMI Ø 24.000 / 27.000 / 25.000 / St/B
	87 414 600	SET HL STD Ø 57.978 / 63.000 / 18.500 / 2.502 St/B/G 87 414 610 0,25 / 87 414 620 0,50 / 87 414 630 0,75
	87 460 600	SET HL STD Ø 57.978 / 63.000 / 18.500 / 2.502 St/B/G; PASS-L STD Ø 57.978 / 63.000 / 24.930 / 2.502 St/B/G 87 460 610 0,25 / 87 460 620 0,50 / 87 460 630 0,75
	87 462 600	SET PL STD Ø 47.778 / 50.600 / 19.000 / 1.406 St/B/G 87 462 610 0,25 / 87 462 620 0,50 / 87 462 630 0,75

2		100																		
		WD 308.40	04.1973 → 12.1982	D	AN	3	2356 cm ³	2V	31-33 kW	40-45 PS	⊕ 16,8:1		100							
		WD 308.41	04.1973 → 06.1977	D	AN	3	2356 cm ³	2V	33 kW	45 PS	⊕ 16,8:1		100							
		WD 308.45	03.1977 → 12.1982	D	AN	3	2356 cm ³	2V	33-35 kW	45-47 PS	⊕ 16,8:1		100							
		WD 408.40	1968 →	D	AN	4	3140 cm ³	2V	44 kW	60 PS	⊕ 16,8:1		100							
		WD 408.41	1968 →	D	AN	4	3140 cm ³	2V	41 kW	55 PS	⊕ 16,8:1		100							
		WD 408.42	1968 →	D	AN	4	3140 cm ³	2V	30 kW	41 PS	⊕ 16,8:1		100							
		WD 408.43	1968 →	D	AN	4	3140 cm ³	2V	44-47 kW	60-64 PS	⊕ 16,8:1		100							
		540, 545, 548, 650																		

	93 192 600	Cyl. Ø: 100; KH: 63.4; MT: -19.4; MØ: 53.8; GL: 103.9; piston pin: 35x83; number of piston rings: 3 RTK R 2,5 CR G6 M 2,5 DSF 4 CR → 80 00256 1 0 ...
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	80 00256 1 0 000	Cyl. Ø: 100; Set: 1; [R G6 CR 2.5] [M 2.5] [DSF CR 4]
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TRW
EngineComponents

PIERBURG



STEYR

93 192 961 Piston: 93192600; Cylinder liner: 89182110

89 182 110 N - Wet cylinder liner; finished; A=109.4 C=118 L=197 H+F=9+1, waterjacket chromed

3		100									
	WD 311.40	01.1980 → 02.1987	D AN 3	2592 cm ³	2V	35 kW	48 PS	£ 16,15:1	H 110		
	WD 311.41	01.1980 → 02.1987	D AN 3	2592 cm ³	2V	35 kW	48 PS	£ 16,15:1	H 110		
	WD 311.44	02.1982 → 09.1996	D AN 3	2592 cm ³	2V	35 kW	48 PS	£ 16,15:1	H 110		
	WD 311.45	02.1982 → 09.1986	D AN 3	2592 cm ³	2V	35 kW	48 PS	£ 16,15:1	H 110		
	WD 311.46	09.1986 → 09.1994	D AN 3	2592 cm ³	2V	35 kW	48 PS	£ 16,15:1	H 110		
	WD 311.47	09.1986 → 09.1994	D AN 3	2592 cm ³	2V	35 kW	48 PS	£ 16,15:1	H 110		
	WD 311.85	09.1986 → 09.1994	D AN 3	2592 cm ³	2V	41 kW	56 PS	£ 16,15:1	H 110		
	WD 311.86	09.1986 → 09.1994	D AN 3	2592 cm ³	2V	41 kW	56 PS	£ 16,15:1	H 110		
	WD 311.87	01.1980 →	D AN 3	2592 cm ³	2V	41 kW	56 PS	£ 16,15:1	H 110		
	WD 411.41	01.1980 → 09.1984	D AN 4	3456 cm ³	2V	43 kW	59 PS	£ 16,15:1	H 110		
	WD 411.42	01.1980 → 09.1984	D AN 4	3456 cm ³	2V	43 kW	59 PS	£ 16,15:1	H 110		
	WD 411.43	01.1980 → 09.1994	D AN 4	3456 cm ³	2V	43-47 kW	59-64 PS	£ 16,15:1	H 110		
	WD 411.44	01.1980 → 09.1994	D AN 4	3456 cm ³	2V	43-47 kW	59-64 PS	£ 16,15:1	H 110		
	WD 411.46	01.1984 → 09.1994	D AN 4	3456 cm ³	2V	47 kW	64 PS	£ 16,15:1	H 110		
	WD 611.40	12.1978 → 12.1988	D AN 6	5184 cm ³	2V	63 kW	85 PS	£ 16,15:1	H 110		
	WD 611.41	12.1978 → 12.1988	D AN 6	5184 cm ³	2V	63 kW	85 PS	£ 16,15:1	H 110		
	WD 611.42		D AN 6	5184 cm ³	2V	66 kW	89 PS	£ 16,15:1	H 110		
	WD 611.43		D AN 6	5184 cm ³	2V	66 kW	89 PS	£ 16,15:1	H 110		
	WD 611.86	07.1984 → 09.1994	D A 6	5184 cm ³	2V	74 kW	81 PS	£ 16,2:1	H 110		
	8055, 8060, 8065, 8070, 8075, 8100, 8110, 8130										

93 230 600 Cyl. Ø: 100; KH: 58.4; MT: -20.05; MØ: 54.8; GL: 98.9; piston pin: 38x83; number of piston rings: 3
RTK
 R 2,5 CR G6
 M 2,5
 DSF 4 CR
 → **80 00256 1 0 ...**

80 00256 1 0 000 Cyl. Ø: 100; Set: 1; [R G6 CR 2.5] [M 2.5] [DSF CR 4]

93 230 961 Piston: 93230600; Cylinder liner: 89182110

89 182 110 N - Wet cylinder liner; finished; A=109.4 C=118 L=197 H+F=9+1, waterjacket chromed

4		100									
	WD 411.45	01.1984 → 09.1994	D AN 4	3456 cm ³	2V	47 kW	64 PS	£ 16,15:1	H 110		
	8075										

93 230 600 Cyl. Ø: 100; KH: 58.4; MT: -20.05; MØ: 54.8; GL: 98.9; piston pin: 38x83; number of piston rings: 3
RTK
 R 2,5 CR G6
 M 2,5
 DSF 4 CR
 → **80 00256 1 0 ...**

80 00256 1 0 000 Cyl. Ø: 100; Set: 1; [R G6 CR 2.5] [M 2.5] [DSF CR 4]

93 230 961 Piston: 93230600; Cylinder liner: 89182110

89 182 110 N - Wet cylinder liner; finished; A=109.4 C=118 L=197 H+F=9+1, waterjacket chromed

3217 EX; 36.9 x 9 x 142.5 x A/S - Cr - 45° - 1 - III

3216 IN; 45 x 9 x 142.5 x S - Cr - 35° - 1 - III

RK-9H

S



5		105	
	WD 610.01	12.1972 → 03.1982	D AN 6 5976 cm ³ 2V 81 kW 110 PS ξ 17:1 115
	WD 610.18		D AN 6 5976 cm ³ 2V 81 kW 110 PS ξ 17:1 115
	WD 610.20	1970 → 1978	D AN 6 5976 cm ³ 2V 97 kW 132 PS ξ 17:1 115
	WD 610.40		D AN 6 5976 cm ³ 2V 74 kW 100 PS ξ 17:1 115
	WD 610.42		D AN 6 5976 cm ³ 2V 66 kW 90 PS ξ 17:1 115
	WD 610.43		D AN 6 5976 cm ³ 2V 85 kW 115 PS ξ 17:1 115
	WD 610.44		D AN 6 5976 cm ³ 2V 85 kW 115 PS ξ 17:1 115
	WD 610.50		D AN 6 5976 cm ³ 2V 66-85 kW 90-115 PS ξ 17:1 115
	590		

	92 158 600	Cyl. \varnothing : 105; KH: 69.5; MT: -24.25; M \varnothing : 54.5; GL: 125; piston pin: 38x90; number of piston rings: 5
		URK
	T6	3 CR G3
	R	2,5
	N	2,5
	G	5
	S	5

6		108	
	D 0824 FL 01 Euro 1	D LA 4 4580 cm ³ 2V 66-75 kW 90-102 PS ξ 17:1 125	
	6 S 10, 8 S 10		

	79 234 600	PAIR HL STD \varnothing 77.000 / 82.000 / 26.000 / 2.480 St/B/G
	79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00	
	79 235 600	PAIR PASS-L STD \varnothing 77.000 / 82.000 / 33.850 / 2.480 St/B/G
	79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00	
	79 236 600	PAIR PL STD \varnothing 65.000 / 69.000 / 31.000 / 1.987 St/B/G1
	79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00	
	77 586 600	SET HL STD \varnothing 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD \varnothing 77.000 / 82.000 / 33.850 / 2.480 St/B/G
	77 586 610 0,25 / 77 586 620 0,50 / 77 586 630 0,75 / 77 586 640 1,00	
	77 588 600	SET PL STD \varnothing 65.000 / 69.000 / 31.000 / 1.987 St/B/G1
	77 588 610 0,25 / 77 588 620 0,50 / 77 588 630 0,75 / 77 588 640 1,00	
	77 810 600	SET NW-L STD \varnothing 50.940 / 55.000 / 25.000 / 2.000 St/B

	2560	EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III		KK-10H
	25127	IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III		81-25104 EX; 16.03/ x 10.02 x 55 G2
	92-25012	IN; 51.1 x 41.7 x 7.5; G1; 30°		81-2540 EX; 16.04/ x 10.02 x 55 G1
				81-25100 IN; 16.03/ x 10 x 60 G1
				81-25105 IN; 16.03/ x 10.02 x 60 G2
				81-2539 IN; 16.03/ x 10.02 x 65 G1

7		108	
	D 0826 LFL 03 Euro 2	D LA 6 6871 cm ³ 2V 162 kW 220 PS ξ 16,5:1 125	
	8 S 22, 9 S 22		

	94 416 600	Cyl. \varnothing : 108; KH: 73; VT1: -1.7; MT: -16.15; M \varnothing : 70; GL: 113; piston pin: 40x90; number of piston rings: 3
		RTK
	T15	3 CR G3
	M	2,5
	DSF	4 CR
		→ 80 00146 1 0 ...



	94 417 600	Cyl. \varnothing : 108; KH: 72.8; VT1: -1.7; MT: -16.15; M \varnothing : 70; GL: 112.8; piston pin: 40x90; number of piston rings: 3
		RTK
	T15	3 CR G3
	M	2,5
	DSF	4 CR
		→ 80 00146 1 0 ...

cont...

S



94 418 600



Cyl. Ø: 108; KH: 72.6; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.6; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

94 419 600



Cyl. Ø: 108; KH: 72.4; VT1: -1.7; MT: -16.15; MØ: 70; GL: 112.4; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

80 00146 1 0 000

Cyl. Ø: 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]

94 416 961

Piston: 94416600; Cylinder liner: 89453110

94 416 962

Piston: 94416600; Cylinder liner: 89470110

94 416 963

Piston: 94416600; Cylinder liner: 89470190

94 417 961

Piston: 94417600; Cylinder liner: 89453110

94 417 962

Piston: 94417600; Cylinder liner: 89470110

94 417 963

Piston: 94417600; Cylinder liner: 89470190

94 418 961

Piston: 94418600; Cylinder liner: 89453110

94 418 962

Piston: 94418600; Cylinder liner: 89470110

94 418 963

Piston: 94418600; Cylinder liner: 89470190

94 419 961

Piston: 94419600; Cylinder liner: 89453110

94 419 962

Piston: 94419600; Cylinder liner: 89470110

94 419 963

Piston: 94419600; Cylinder liner: 89470190

89 470 110

T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04

89 453 110

T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm

89 815 110

T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04

89 470 190

T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04

79 234 600

PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G
79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00

79 235 600

PAIR PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G
79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00

79 236 600

PAIR PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1
79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00

77 587 600

SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G
77 587 610 0,25 / 77 587 620 0,50 / 77 587 630 0,75 / 77 587 640 1,00

77 589 600

SET PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1
77 589 610 0,25 / 77 589 620 0,50 / 77 589 630 0,75 / 77 589 640 1,00

77 811 600

SET NW-L STD Ø 50.940 / 55.000 / 25.000 / 2.000 St/B

2560

EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III

25127

IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III

92-25012

IN; 51.1 x 41.7 x 7.5; G1; 30°



KK-10H

81-25104

EX; 16.03/ x 10.02 x 55 G2

81-2540

EX; 16.04/ x 10.02 x 55 G1

81-25100

IN; 16.03/ x 10 x 60 G1

81-25105

IN; 16.03/ x 10.02 x 60 G2

81-2539

IN; 16.03/ x 10.02 x 65 G1

50 005 631

Impeller diameter 125 mm

8

108



D 0826 LFL 06 Euro 1

D LA 6 6871 cm³ 2V 162 kW 220 PS £ 16,5:1 125



8 S 22, 9 S 22

94 412 600

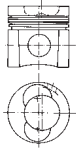


Cyl. Ø: 108; KH: 73; VT1: -1.7; MT: -21.25; MØ: 63; GL: 113; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ **80 00146 1 0 ...**

cont...

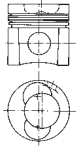


94 413 600



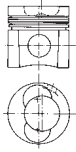
Cyl. Ø: 108; KH: 72.8; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.8; piston pin: 40x90; number of piston rings: 2
RTK
DSF 4 CR
T15 3 CR G3
M 2,5
→ 80 00146 1 0 ...

94 414 600



Cyl. Ø: 108; KH: 72.6; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.6; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ 80 00146 1 0 ...

94 415 600



Cyl. Ø: 108; KH: 72.4; VT1: -1.7; MT: -21.25; MØ: 63; GL: 112.4; piston pin: 40x90; number of piston rings: 3
RTK
T15 3 CR G3
M 2,5
DSF 4 CR
→ 80 00146 1 0 ...



80 00146 1 0 000

Cyl. Ø: 108; Set: 1; [T15 G3 CR 3] [M 2.5] [DSF CR 4]



94 412 961

Piston: 94412600; Cylinder liner: 89470110

94 412 962

Piston: 94412600; Cylinder liner: 89453110

94 412 963

Piston: 94412600; Cylinder liner: 89470190

94 413 961

Piston: 94413600; Cylinder liner: 89470110

94 413 962

Piston: 94413600; Cylinder liner: 89453110

94 413 963

Piston: 94413600; Cylinder liner: 89470190

94 414 961

Piston: 94414600; Cylinder liner: 89470110

94 414 962

Piston: 94414600; Cylinder liner: 89453110

94 414 963

Piston: 94414600; Cylinder liner: 89470190

94 415 961

Piston: 94415600; Cylinder liner: 89470110

94 415 962

Piston: 94415600; Cylinder liner: 89453110

94 415 963

Piston: 94415600; Cylinder liner: 89470190



89 470 110

T - Dry cylinder liner; finished; A=111.49 C=116 L=217 H=4.04

89 453 110

T - Dry cylinder liner; finished; A=111.99 C=116 L=217 H=4.04, outside oversize + 0,50 mm

89 815 110

T - Dry cylinder liner; finished; A=112.1 C=116 L=217 H=4.04

89 470 190

T - Dry cylinder liner; semi; A=111.6 C=116 L=218 H=5.04



79 234 600

PAIR HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G
79 234 610 0,25 / 79 234 620 0,50 / 79 234 630 0,75 / 79 234 640 1,00

79 235 600

PAIR PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G
79 235 610 0,25 / 79 235 620 0,50 / 79 235 630 0,75 / 79 235 640 1,00

79 236 600

PAIR PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1
79 236 610 0,25 / 79 236 620 0,50 / 79 236 630 0,75 / 79 236 640 1,00

77 587 600

SET HL STD Ø 77.000 / 82.000 / 26.000 / 2.480 St/B/G; PASS-L STD Ø 77.000 / 82.000 / 33.850 / 2.480 St/B/G
77 587 610 0,25 / 77 587 620 0,50 / 77 587 630 0,75 / 77 587 640 1,00

77 589 600

SET PL STD Ø 65.000 / 69.000 / 31.000 / 1.987 St/B/G1
77 589 610 0,25 / 77 589 620 0,50 / 77 589 630 0,75 / 77 589 640 1,00

77 811 600

SET NW-L STD Ø 50.940 / 55.000 / 25.000 / 2.000 St/B



2560

EX; 42 x 10 x 136.3 x A/S - Cr - 45° - 1 - III



KK-10H

25127

IN; 49 x 10 x 136.6 x S - Cr - 30° - 1 - III



81-25104

EX; 16.03/ x 10.02 x 55 G2

81-2540

EX; 16.04/ x 10.02 x 55 G1

81-25100

IN; 16.03/ x 10 x 60 G1

81-25105

IN; 16.03/ x 10.02 x 60 G2

81-2539

IN; 16.03/ x 10.02 x 65 G1

9

110



WD 113 a

01.1964 → 01.1977

D AN 1

1330 cm³

2V 11 kW

15 PS

ε21:1

140

86

S



	91 254 600	Cyl. Ø: 110; KH: 79; BÜ: 4; MT: -12.2; GL: 155; piston pin: 40x93; number of piston rings: 5
	80 00258 1 0 000	Cyl. Ø: 110; Set: 1; [R CR 3] [R CR 3] [N 3] [G 6] [G 6]
	91 254 961	Piston: 91254600; Cylinder liner: 88429110
	88 429 110	N - Wet cylinder liner; finished; A=127 C=139 L=258 H+F=11+3.2
	81-3201	IN/EX; 18/ x 11 x 67 G1

10



110

	WD 413 c	01.1966 → 10.1969	D	AN	4	5322 cm³	2V	€21:1	140
	480								
	91 254 600	Cyl. Ø: 110; KH: 79; BÜ: 4; MT: -12.2; GL: 155; piston pin: 40x93; number of piston rings: 5							
	80 00258 1 0 000	Cyl. Ø: 110; Set: 1; [R CR 3] [R CR 3] [N 3] [G 6] [G 6]							
	91 254 961	Piston: 91254600; Cylinder liner: 88429110							
	88 429 110	N - Wet cylinder liner; finished; A=127 C=139 L=258 H+F=11+3.2							

11



126

	WD 615.63	01.1988 →	D	LA	6	9726 cm³	2V	204 kW	277 PS	€16:1	130
	WD 615.64	01.1988 →	D	A	6	9726 cm³	2V	175 kW	238 PS	€16:1	130
	WD 615.68	10.1987 →	D	LA	6	9726 cm³	2V	228 kW	310 PS	€16:1	130
	WD 615.73	01.1988 →	D	LA	6	9726 cm³	2V	204 kW	278 PS	€16:1	130
	19 S 24, 19 S 28, 19 S 31, 22 S 28, 22 S 31, 26 S 28, 26 S 31, 32 S 28, 32 S 31, 33 S 31, 40 S 31										
	90 901 600	Cyl. Ø: 126; KH: 80; VT1: -.6; MT: -23; MØ: 72.7; GL: 133; piston pin: 50x105; number of piston rings: 3									
	80 00260 1 0 000	Cyl. Ø: 126; Set: 1; [T15 G6 IF MO 3.5] [M 3] [DSF CR 4]									
	80 00260 1 1 000	Cyl. Ø: 126; Set: 1; [T15 G6 IF MO 3.5] [M 3] [DSF CR 4]									
	90 901 962	Piston: 90901600; Cylinder liner: 89387110									
	89 387 110	T - Dry cylinder liner; finished; A=130.02 C=134.5 L=241 H=4.78									

12



126

	WD 615.87	05.1987 → 06.1989	D	LA	6	9726 cm³	2V	206 kW	280 PS	€16:1	130
	8320										
	79 373 600	PAIR AS STD Ø 113.250 / 128.950 // 2.300 St/A 79 373 610 0,25									
	77 855 600	SET HL STD Ø 100.000 / 108.000 / 35.000 / 3.970 St/A 77 855 610 0,25 / 77 855 620 0,50									
	77 856 600	SET PL STD Ø 82.000 / 88.000 / 35.000 / 2.986 St/B/G 77 856 610 0,25 / 77 856 620 0,50									
	77 857 690	SET PL-B SEMI Ø 50.000 / 55.000 / 40.900 / St/B									
	77 858 600	SET NW-L STD Ø 65.000 / 60.000 / 25.000 / 2.505 St/B									

S



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TADANO	472
..... → MERCEDES-BENZ	
..... → NISSAN	1021
TAKEUCHI..... → ISUZU	251
..... → NISSAN	1021
TAMROCK..... → CATERPILLAR	71
TARGET..... → DEUTZ	85
TATA	1090
TCM	251
..... → ISUZU	
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TEMA TERRA	472
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TEREX	212
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TERRAMITE	85
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TIGERCAT	75
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TIMBCO	75
..... → CUMMINS	
TIMBERJACK	75
..... → CUMMINS	
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TOW-MOTOR	71
..... → CATERPILLAR	
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..... → CUMMINS	
..... → PERKINS	1028
..... → RENAULT TRUCKS (RVI)	1060
TRAK INTERNATIONAL	75
..... → CUMMINS	
TRANE	212
..... → FORD	
TRENCOR, INC.	75
..... → CUMMINS	
TROJAN..... → CUMMINS	75
..... → DEUTZ	85
..... → PERKINS	1028
TRYCO MFG.	75
..... → CUMMINS	
..... → FORD	212
TYLER..... → CATERPILLAR	71



	Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos
697 TC	D (A) 6	97 x 128	5675	2				1

T



1



97



697 TC

D A 6 5675 cm³ 2V

128



40 155 600

Cyl. Ø: 97; KH: 65.2; MT: -19.8; MØ: 51.9; GL: 99.2; piston pin: 36x80; number of piston rings: X
RTK



M	2,51	CR	
T6	2,5	CR	G6
DSF	4	NT	ST

→ **80 00553 1 0 ...**



80 00553 1 0 000

Cyl. Ø: 97; Set: 1; [T6 G6 CR 2.5] [M IFU CR 2.51] [DSF ST NT 4]



40 155 960

Piston: 40155600; Cylinder liner: 89177190



89 177 190

T - Dry cylinder liner; semi; A=100.4 C=103.5 L=222 H=5.2




T



TRW
EngineComponents



TOYOTA

		Cyl.		cm ³		Comp. Ratio ε	kW	PS	Pos
									mm
H		D (AN) 6	88 x 98	3576	2		66	90	4
J		D (AN) 4	88 x 86	2336	2				5
1DZ II		D (AN) 4	89 x 99,9	2486	2		40-44	54-60	6
1Z		D (AN) 4	96 x 102	2953	2				8
2H		D (AN) 6	91 x 102	3980	2	20,7:1	76-85	103-115	7
2J		D (AN) 4	88 x 102	2481	2	21:1	49	67	2
2J-T		D (A) 4	88 x 102	2481	2				3
3P		B 4	76,6 x 73	1345	2				1
4P		B 4	76,6 x 81	1493	2				1

T



1		76,6											
	3P	1972 → 1979	B	4	1345 cm ³	2V				73			
	4P	1975 → 1994	B	4	1493 cm ³	2V				81			
	Gabelstapler/Forklift 1.4, Gabelstapler/Forklift 1.5												
	TW-1005B STD	PAIR AS STD Ø 57.000 / 69.500 // 2.480 St/W											
	CB-1062GP STD	SET PL STD Ø 47.000 / 50.025 / 23.000 / 1.504 St/B/G CB-1062GP 0.25 0,25											
	MS-1062GP STD	SET HL STD Ø 52.000 / 56.023 / 29.000 / 2.004 St/B/G MS-1062GP 0.25 0,25 / MS-1062GP 0.50 0,50											
2		88											
	2J	1970 → 1982	D	AN	4	2481 cm ³	2V	49 kW	67 PS	⊗21:1		102	
	Gabelstapler/Forklift 2.5 D												
	TW-1063B STD	PAIR AS STD Ø 76.250 / 90.000 // 2.980 St/W											
	CB-1137A STD	SET PL STD Ø 55.000 / 58.000 / 25.600 / 1.485 St/A CB-1137A 0.25 0,25 / CB-1137A 0.50 0,50											
	MS-1137GP STD	SET HL STD Ø 70.000 / 74.000 / 22.600 / 1.990 St/B/G; HL STD Ø 70.000 / 74.000 / 29.600 / 1.990 St/B/G MS-1137GP 0.25 0,25, 11.1975→											
	PB-1063J STD	SET PL-B STD Ø 27.000 / 30.000 / 30.500 / 1.530 St/B											
	50 005 192												
3		88											
	2J-T	1982 → 1986	D	A	4	2481 cm ³	2V				102		
	Gabelstapler/Forklift 2.5 D												
	TW-1063B STD	PAIR AS STD Ø 76.250 / 90.000 // 2.980 St/W											
	CB-1137A STD	SET PL STD Ø 55.000 / 58.000 / 25.600 / 1.485 St/A CB-1137A 0.25 0,25 / CB-1137A 0.50 0,50											
	MS-1137GP STD	SET HL STD Ø 70.000 / 74.000 / 22.600 / 1.990 St/B/G; HL STD Ø 70.000 / 74.000 / 29.600 / 1.990 St/B/G MS-1137GP 0.25 0,25, 11.1975→											
	PB-1063J STD	SET PL-B STD Ø 27.000 / 30.000 / 30.500 / 1.530 St/B											
4		88											
	H	1967 → 1968	D	AN	6	3576 cm ³	2V	66 kW	90 PS				98
	Gabelstapler/Forklift 3.6 D												
	TW-1063B STD	PAIR AS STD Ø 76.250 / 90.000 // 2.980 St/W											
	CB-1403A STD	SET PL STD Ø 55.000 / 58.000 / 25.600 / 1.485 St/A CB-1403A 0.25 0,25 / CB-1403A 0.50 0,50											
	MS-1427A STD	SET HL STD Ø 70.000 / 74.002 / 29.600 / 1.986 St/A; HL STD Ø 70.000 / 74.002 / 22.600 / 1.986 St/A											
	S3545	EX; 35 x 9 x 120.8 x A - Ni - 45° - 1 -											
	V3544	IN; 42 x 9 x 120.8 x S - Ni - 45° - 1 - III											
5		88											
	J	1965 → 1969	D	AN	4	2336 cm ³	2V				86		
	Gabelstapler/Forklift 2.4 D												
	TW-1063B STD	PAIR AS STD Ø 76.250 / 90.000 // 2.980 St/W											
	CB-1137A STD	SET PL STD Ø 55.000 / 58.000 / 25.600 / 1.485 St/A CB-1137A 0.25 0,25 / CB-1137A 0.50 0,50											
	PB-1063J STD	SET PL-B STD Ø 27.000 / 30.000 / 30.500 / 1.530 St/B											
6		89											
	1DZ II	1990 →	D	AN	4	2486 cm ³	2V	40-44 kW	54-60 PS				99,9
	Gabelstapler/Forklift 2.5 D												
	TW-1436A STD	PAIR AS STD Ø 74.250 / 85.750 // 2.980 St/A TW-1436A 0.25 0,25											
	CB-1446A STD	SET PL STD Ø 50.500 / 53.500 / 20.400 / 1.478 St/A CB-1446A 0.25 0,25 / CB-1446A 0.50 0,50											
	MS-1446A STD	SET HL STD Ø 65.000 / 69.000 / 16.300 / 1.983 St/A MS-1446A 0.25 0,25 / MS-1446A 0.50 0,50											



7



91



2H

1976 → 10.1984

D

AN

6

3980 cm³

2V

76-85 kW

103-115 PS

ε 20,7:1

102



Gabelstapler/Forklift 4.0 D



TW-1063B STD

PAIR AS STD Ø 76.250 / 90.000 // 2.980 St/W, → 10.1985

CB-1403A STD

SET PL STD Ø 55.000 / 58.000 / 25.600 / 1.485 St/A

CB-1403A 0.25 0,25 / CB-1403A 0.50 0,50

MS-1427A STD

SET HL STD Ø 70.000 / 74.002 / 29.600 / 1.986 St/A; HL STD Ø 70.000 / 74.002 / 22.600 / 1.986 St/A



S3545

EX; 35 x 9 x 120.8 x A - Ni - 45° - 1 -

V3544

IN; 42 x 9 x 120.8 x S - Ni - 45° - 1 - III

8



96



1Z

1990 →

D

AN

4

2953 cm³

2V

102



Gabelstapler/Forklift 3.0 D



89 823 190

T - Dry cylinder liner; semi; A=100 C=105.8 L=182.5 H=8



TW-1426A STD

PAIR AS STD Ø 82.250 / 95.750 // 2.480 St/A

CB-1137A STD

SET PL STD Ø 55.000 / 58.000 / 25.600 / 1.485 St/A

CB-1137A 0.25 0,25 / CB-1137A 0.50 0,50

MS-1426A STD

SET HL STD Ø 74.000 / 78.000 / 26.600 / 1.985 St/A

MS-1426A 0.25 0,25 / MS-1426A 0.50 0,50




TRW
EngineComponents



MANUFACTURERS "U"

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.....	1096



		Cyl.	 mm	cm ³		Comp.	kW	PS	Pos
						Ratio ε			
D 113		D (AN) 4	108 x 130	4760	2	17:1	37	50	2
D 115		D (AN) 3	95 x 110	2340	2	17:1	33	45	1
D 121		D (AN) 6	95 x 110	4678	2	17:1	41	55	1

U



1		95									
			D 115	1970 →	D AN 3	2340 cm ³	2V	33 kW	45 PS	ξ 17:1	110
			D 121	1972 →	D AN 6	4678 cm ³	2V	41 kW	55 PS	ξ 17:1	110
			Tractor 350, Tractor 460								

	91 476 600	Cyl. Ø: 95; KH: 59.65; MT: -23.5; MØ: 42.5; GL: 101.1; piston pin: 32x84; number of piston rings: 3									
		91 476 620	95,60								
		R	2,5	CR	G6						
		N	2,5	G3							
		DSF	5,5	CR	→ 80 00352 1 0 ...						

	80 00352 1 0 000	Cyl. Ø: 95; Set: 1; [R G6 CR 2.5] [N G3 2.5] [DSF CR 5.5]									
--	-------------------------	---	--	--	--	--	--	--	--	--	--

	91 476 960	Piston: 91476600; Cylinder liner: 88593190									
--	-------------------	--	--	--	--	--	--	--	--	--	--

	88 593 190	T - Dry cylinder liner; semi; A=99 L=187.5									
--	-------------------	--	--	--	--	--	--	--	--	--	--

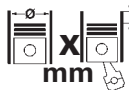

2		108									
			D 113		D AN 4	4760 cm ³	2V	37 kW	50 PS	ξ 17:1	130
			Tractor U-50, Tractor U-500, Tractor U-65, Tractor U-650								

	80 00423 1 0 000	Cyl. Ø: 108; Set: 1; [R CR 3] [M 3] [M 3] [DSF 6] [D 6]										
		80 00423 1 0 100 109,00										
	80 00423 4 0 000	Cyl. Ø: 108; Set: 4; [R CR 3] [M 3] [M 3] [DSF 6] [D 6]										
		80 00423 4 0 100 109,00										



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..... → VOLVO	1125
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		Cyl.	 mm	cm ³		Comp. Ratio ϵ	kW	PS	Pos
ADE	D (A)	4	79,5 x 95,5	1896	2	22,5:1	55	75	18
ADF	G	4	81 x 86,4	1781	2	9:1	55	75	31
ADG	D (AN)	4	79,5 x 95,5	1896	2	22,5:1	48	65	19
ADK	D (AN)	4	76,5 x 86,4	1588	2	22,5:1	40	54	13
AER	B	4	67,1 x 70,6	999	2	10,5:1	37	50	1
AFD	D (A)	4	79,5 x 95,5	1896	2	22,5:1	60	82	20
ANC	D (AN)	4	79,5 x 95,5	1896	2	22,5:1	44	60	21
ANF	D (AN)	5	81 x 95,5	2461	2	19,5:1	55	75	32
ANG	D (A)	5	81 x 95,5	2461	2	19,5:1	88	120	32
ANH	D (A)	5	81 x 95,5	2461	2	19,5:1	111	150	32
ARD	D (AN)	4	79,5 x 95,5	1896	2	22,5:1	44	60	22
ATE	B	4	67,1 x 70,6	999	2	10,7:1	37	50	2
AVM	D (A)	4	79,5 x 95,5	1896	2	19,5:1	63	86	23
BBR	D (LA)	5	81 x 95,5	2461	2	19,5:1	80	109	33
BCT	D (AN)	5	81 x 95,5	2461	2	19,5:1	40	55	32
BCU	D (A)	5	81 x 95,5	2461	2	19,5:1	74	101	32
BCV	D (LA)	5	81 x 95,5	2461	2	19,5:1	108	147	32
BEF	G	4	82,5 x 92,8	1984	2		43	58	37
BEQ	D (AN)	4	79,5 x 95,5	1896	2	23:1	33	45	24
BEU	D (A)	4	79,5 x 95,5	1896	2	19,5:1	43	58	25
BGL	D (AN)	4	79,5 x 95,5	1896	2	23:1	37	50	21
BGM	D (AN)	4	79,5 x 95,5	1896	2	23:1	29	40	21
BJC	D (LA)	4	79,5 x 95,5	1896	2	19,5:1	50	68	26
BLS	D (LA)	4	79,5 x 95,5	1896	2	19:1	77	105	27
BMF	G	6	84 x 95,9	3189	2		54	73	42
BSP	D (LA)	6	83 x 91,4	2967	4	17:1	165	224	41
BTW	D (LA)	5	81 x 95,5	2460	2	18:1	121	165	34
BXT	D (A)	4	79,5 x 95,5	1896	2		30	41	28
CBHA	D (LA)	4	81 x 95,5	1968	2	18:1	47	64	35
CBJA	D (LA)	4	81 x 95,5	1968	2		55	75	35
CBJB	D (LA)	4	81 x 95,5	1968	2		55	75	35
CBKA	D (LA)	4	81 x 95,5	1968	2	18,4:1	74	100	36
CBSA	G	4	82,5 x 92,8	1984	2		37	50	38
CDXA	D (AN)	4	79,5 x 95,5	1896	2	23:1	29	40	29
CDXB	D (AN)	4	79,5 x 95,5	1896	2	23:1	29	40	29
CEZA	D (LA)	6	83 x 91,4	2967	4		195	265	41
122	B	4	77 x 64	1192	2	7,5:1	18-22	25-30	14
122/2	B	4	77 x 64	1192	2	7,5:1	25	34	15
124	B	4	83 x 69	1493	2	7,8:1	33	45	39
126	B	4	83 x 69	1493	2	7,8:1	31	42	40
126/A	B	4	85,5 x 69	1584	2	7,5:1	31	42	43
262	B	4	81 x 86,4	1781	2		50	67	30
28B	D (AN)	4	79,5 x 95,5	1896	2	22,5:1	48	65	16
361	B	4	69,5 x 72	1093	2	8,2:1	38	52	3
496	B	4	79,5 x 80	1588	2	8:1	48	65	17
68A	D (A)	4	76,5 x 86,4	1588	2	23:1	45	61	7
68C	D (A)	4	76,5 x 86,4	1588	2	23:1	50	67	7
68D	D (AN)	4	76,5 x 86,4	1588	2	23:1	36	48	8
682	D (AN)	4	76,5 x 80	1471	2	23,5:1	33	46	4
685	D (AN)	4	76,5 x 86,4	1588	2	23:1	36	48	5
686	D (A)	4	76,5 x 86,4	1588	2	23:1	45	61	6
694	D (A)	5	76,5 x 86,4	1986	2	23:1	75	102	9
751	D (AN)	6	76,5 x 86,4	2383	2	23:1	55	75	10
752	D (A)	6	76,5 x 86,4	2383	2	23:1	66	90	11
761	D (AN)	6	76,5 x 86,4	2383	2	23:1	55	75	12



1		67,1										
	AER		02.1999 → 05.2000	B	4	999 cm ³	2V	37 kW	50 PS	ε 10,5:1	70,6	
	99 679 600		Cyl. Ø: 67.11; KH: 31.27; MT: -5.65; GL: 51.27; piston pin: 17x45; number of piston rings: 3									
	99 679 610	67,61										
			R	1	NT	ST						
			M	1,2	G3							
			SSF	2								
			→ 80 00537 4 0 ...									
	80 00537 4 0 000		Cyl. Ø: 67.1; Set: 4; [R ST NT 1] [M G3 1.2] [SSF 2]									
	79 221 600		PAIR AS STD Ø 59.750 / 71.550 // 2.475 St/A									
	77 199 690		SET PL-B SEMI Ø 17.000 / 20.000 / 20.300 / St/B, →mot. AER 195 000									
	77 534 600		SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.507 St/A									
			77 534 610 0,25 / 77 534 620 0,50, 180° oil groove									
	77 536 690		SET PL-B SEMI Ø 17.000 / 20.000 / 20.500 / St/B, mot. AER 195 001→									
	77 695 600		SET PL STD Ø 41.980 / 45.000 / 18.500 / 1.505 St/A									
			77 695 610 0,25 / 77 695 620 0,50, without locating lugs									
	39515		EX; 26 x 7 x 94.4 x A/S - - 45° - VS - 22 - III							MK-7H		
	39542		IN; 31 x 7 x 94.7 x S - - 45° - 22 - III							81-33109	IN/EX; 11.08/15 x 7 x 33 B1	
										81-33110	IN/EX; 11.28/15 x 7 x 33 B1	
	50 006 381		CAM									
	50 005 137											
	50 006 417											

2		67,1										
	ATE		06.2000 →	B	4	999 cm ³	2V	37 kW	50 PS	ε 10,7:1	70,6	
	79 221 600		PAIR AS STD Ø 59.750 / 71.550 // 2.475 St/A									
	77 534 600		SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.507 St/A									
			77 534 610 0,25 / 77 534 620 0,50, 180° oil groove									
	77 536 690		SET PL-B SEMI Ø 17.000 / 20.000 / 20.500 / St/B									
	77 695 600		SET PL STD Ø 41.980 / 45.000 / 18.500 / 1.505 St/A									
			77 695 610 0,25 / 77 695 620 0,50, without locating lugs									
	331139		IN; 31 x 6 x 99 x S - - 45° - 22 - III							MK-6H		

3		69,5									
	361		01.1974 →	B	4	1093 cm ³	2V	38 kW	52 PS	ε 8,2:1	72
	93 159 620		Cyl. Ø: 70.01; KH: 39.95; MT: -4; GL: 66.95; piston pin: 20x58; number of piston rings: 3								
	93 159 630	70,51									
			HKÜ, SRK								
			R	1,75	CR	G6					
			NM	2							
			SSF	4							
			→ 80 00002 4 0 ...								
	80 00002 4 0 000		Cyl. Ø: 69.5; Set: 4; [R G6 CR 1.75] [NM 2] [SSF 4]								
			80 00002 4 0 050 70,00 / 80 00002 4 0 100 70,50								
	85 957 694		BU SEMI Ø 42.975 / 46.000 / 15.000 / St/W								
	85 957 604		STD, Bushing for intermediary shaft, front.								
	85 958 694		BU SEMI Ø 41.975 / 45.000 / 15.000 / St/W								
	85 958 604		STD, Bushing for intermediary shaft, rear.								
	87 205 600		SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/B/G; PASS-L STD Ø 53.978 / 59.000 / 24.930 / 2.502 St/B/G								
			87 205 610 0,25 / 87 205 620 0,50 / 87 205 630 0,75 / 87 205 640 1,00, HL 4: 360° oil groove								
	87 356 690		SET PL-B SEMI Ø 20.000 / 23.000 / 24.000 / St/B, Attention! Oil hole has to be drilled after fitting.								
	87 421 600		SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/B/G; PASS-L STD Ø 53.978 / 59.000 / 24.930 / 2.502 St/B/G								
			87 421 610 0,25 / 87 421 620 0,50 / 87 421 630 0,75, HL 1,2,4,5 + PASS-L 3: 360° oil groove, 1978→								
	87 701 600		SET PL STD Ø 41.970 / 45.000 / 18.000 / 1.507 St/B/G								
			87 701 610 0,25 / 87 701 620 0,50 / 87 701 630 0,75								
	87 722 600		SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/B/G; PASS-L STD Ø 53.978 / 59.000 / 24.930 / 2.502 St/B/G								
			87 722 610 0,25 / 87 722 620 0,50 / 87 722 630 0,75 / 87 722 640 1,00, 87 205 6.. should be preferred., HL 1,2,4,5 + PASS-L 3: 180° oil groove								



4		76,5	682	12.1977 → 01.1982	D AN 4	1471 cm ³	2V	33 kW	46 PS	⊗ 23,5:1		80
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	93 085 610	Cyl. Ø: 77.01; KH: 44.9; MT: -1.8; GL: 76.9; piston pin: 22x65; number of piston rings: 3 93 085 620 77,51 RTK, RK R 1,75 CR G6 M 2 DSF 3 CR → 80 00006 1 0 ... , 80 00006 1 1 ... , 80 00006 4 1 ... cylinder head gasketpiston protrusion: notches thickness more thanless than 2 1,30 mm + 0,43 + 0,63 3 1,40 mm + 0,64 + 0,82 4 1,50 mm + 0,83 + 0,92 5 1,60 mm + 0,93 + 1,02, →1981	
	80 00006 1 0 000	Cyl. Ø: 76.5; Set: 1; [R G6 CR 1.75] [M G3 IFU CR 2] [DSF CR 3] 80 00006 1 0 050 77,00 / 80 00006 1 0 100 77,50	
	80 00006 1 1 000	Cyl. Ø: 76.5; Set: 1; [R G6 CR 1.75] [M IFU 2] [DSF CR 3] 80 00006 1 1 050 77,00 / 80 00006 1 1 100 77,50	
	80 00006 4 1 000	Cyl. Ø: 76.5; Set: 4; [R G6 CR 1.75] [M IFU 2] [DSF CR 3] 80 00006 4 1 050 77,00 / 80 00006 4 1 100 77,50	
	89 049 190	T - Dry cylinder liner; semi; A=79.5 C=81.5 L=145 H=4.7	
	85 957 694	BU SEMI Ø 42.975 / 46.000 / 15.000 / St/W 85 957 604 STD, Bushing for intermediary shaft, front.	
	85 958 694	BU SEMI Ø 41.975 / 45.000 / 15.000 / St/W 85 958 604 STD, Bushing for intermediary shaft, rear.	
	87 205 600	SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/B/G; PASS-L STD Ø 53.978 / 59.000 / 24.930 / 2.502 St/B/G 87 205 610 0,25 / 87 205 620 0,50 / 87 205 630 0,75 / 87 205 640 1,00 , HL 4: 360° oil groove	
	87 290 690	SET PL-B SEMI Ø 22.000 / 25.000 / 25.000 / St/B	
	87 464 600	SET PL STD Ø 47.778 / 50.600 / 19.000 / 1.406 St/B/G 87 464 610 0,25 / 87 464 620 0,50 / 87 464 630 0,75 / 87 464 640 1,00	
	87 722 600	SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/B/G; PASS-L STD Ø 53.978 / 59.000 / 24.930 / 2.502 St/B/G 87 722 610 0,25 / 87 722 620 0,50 / 87 722 630 0,75 / 87 722 640 1,00 , 87 205 6.. should be preferred., HL 1,2,4,5 + PASS-L 3: 180° oil groove	
	50 003 058	- - G - S - PC - SB - - -; bare, Mechanical tappets, Prechamber bore Ø 32 mm	
	50 003 358	CAM - V - G - S - PC - SB - - -; ready to install, Mechanical tappets, Prechamber bore Ø 32 mm	
	33029	EX; 31 x 8 x 104.6 x A/S - Cr - 45° - VS - 22 - III OES specification	
	331101	EX; 31 x 8 x 104.7 x A/S - - 45° - 22 - III IAM specification	
	39116	EX; 31 x 8 x 95.6 x A/S - - 45° - VS - 22 - III OES specification	
	331102	EX; 31 x 8 x 95.7 x A/S - - 45° - 22 - III IAM specification	
	4906	IN; 34 x 8 x 104.9 x RA/S - - 45° - 22 - III	
	39144	IN; 34 x 8 x 95.6 x RA/S - - 45° - VS - 22 - III OES specification	
	331103	IN; 34 x 8 x 95.7 x A/S - - 45° - 22 - III IAM specification	
	50 006 211	CAM	
			MK-8H
			81-3310 IN/EX; 12.06/15 x 8 x 36.5 B1
			81-3312 IN/EX; 12.13/15 x 8 x 36.5 B1
			81-3311 IN/EX; 12.2/15 x 8 x 36.5 B1





5

76,5

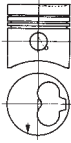


685

D AN 4 1588 cm³ 2V 36 kW 48 PS £23:1 86,4



93 260 600



Cyl. Ø: 76.51; KH: 41.7; MT: -1.6; GL: 71.7; piston pin: 24x64; number of piston rings: 3
93 260 610 77,01 / 93 260 620 77,51

RK, RTK
R 1,75 CR G6
M 2
DSF 3 CR

→ **80 00006 1 0 ...**, **80 00006 1 1 ...**, **80 00006 4 1 ...**
cylinder head gasketpiston protrusion:

notches thicknessmore thanless than

- 07.1985

1	1,40	+ 0,67	+ 0,80
2	1,50	+ 0,81	+ 0,90
3	1,60	+ 0,91	+1,02

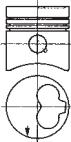
08.1985 -

1	1,53	+ 0,66	+ 0,86
2	1,57	+ 0,87	+ 0,90
3	1,61	+ 0,91	+1,02

Motor Nr. 1464108 ...

0	1,65 mm		+ 0,70
1	1,80 mm	+ 0,70	+ 0,85
2	1,95 mm	+ 0,85	

93 541 630



Cyl. Ø: 77.01; KH: 41.45; MT: -1.6; GL: 71.7; piston pin: 24x64; number of piston rings: 3

RK, RTK
R 1,75 CR G6
M 2
DSF 3 CR

→ **80 00006 1 0 ...**, **80 00006 1 1 ...**, **80 00006 4 1 ...**
cylinder head gasketpiston protrusion:

notches thicknessmore thanless than

- 07.1985

1	1,40	+ 0,67	+ 0,80
2	1,50	+ 0,81	+ 0,90
3	1,60	+ 0,91	+1,02

08.1985 -

1	1,53	+ 0,66	+ 0,86
2	1,57	+ 0,87	+ 0,90
3	1,61	+ 0,91	+1,02

Motor Nr. 1464108 ...

0	1,65 mm		+ 0,70
1	1,80 mm	+ 0,70	+ 0,85
2	1,95 mm	+ 0,85	



80 00006 1 0 000

Cyl. Ø: 76.5; Set: 1; [R G6 CR 1.75] [M G3 IFU CR 2] [DSF CR 3]
80 00006 1 0 050 77,00 / 80 00006 1 0 100 77,50

80 00006 1 1 000

Cyl. Ø: 76.5; Set: 1; [R G6 CR 1.75] [M IFU 2] [DSF CR 3]
80 00006 1 1 050 77,00 / 80 00006 1 1 100 77,50

80 00006 4 1 000

Cyl. Ø: 76.5; Set: 4; [R G6 CR 1.75] [M IFU 2] [DSF CR 3]
80 00006 4 1 050 77,00 / 80 00006 4 1 100 77,50



93 260 960

Piston: 93260600; Cylinder liner: 89163190, 1982→

93 260 963

Piston: 93260600; Cylinder liner: 89049190, 1982→



89 049 190

T - Dry cylinder liner; semi; A=79.5 C=81.5 L=145 H=4.7

89 163 190

T - Dry cylinder liner; semi; A=79.5 C=81.5 L=145 H=4.7, 1982→



78 635 600

PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A
78 635 620 0,20

77 152 600

SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A
77 152 610 0,25 / 77 152 620 0,50 / 77 152 630 0,75, 180° oil groove

87 344 690

SET PL-B SEMI Ø 24.000 / 27.000 / 25.000 / St/B

87 464 600

SET PL STD Ø 47.778 / 50.600 / 19.000 / 1.406 St/B/G
87 464 610 0,25 / 87 464 620 0,50 / 87 464 630 0,75 / 87 464 640 1,00

87 475 600

SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/B/G
87 475 610 0,25 / 87 475 620 0,50 / 87 475 630 0,75, 180° oil groove

87 722 600

SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/B/G; PASS-L STD Ø 53.978 / 59.000 / 24.930 / 2.502 St/B/G
87 722 610 0,25 / 87 722 620 0,50 / 87 722 630 0,75 / 87 722 640 1,00, 87 205 6.. should be preferred., HL 1,2,4,5 + PASS-L 3: 180° oil groove

cont...



	50 003 058	-- G - S - PC - SB - - -; bare, Mechanical tappets, Prechamber bore Ø 32 mm	
	50 003 358	CAM - V - G - S - PC - SB - - -; ready to install, Mechanical tappets, Prechamber bore Ø 32 mm	
	33029	EX; 31 x 8 x 104.6 x A/S - Cr - 45° - VS - 22 - III OES specification	MK-8H
	331101	EX; 31 x 8 x 104.7 x A/S - - 45° - 22 - III IAM specification	81-3310 IN/EX; 12.06/15 x 8 x 36.5 B1
	39116	EX; 31 x 8 x 95.6 x A/S - - 45° - VS - 22 - III OES specification	81-3312 IN/EX; 12.13/15 x 8 x 36.5 B1
	331102	EX; 31 x 8 x 95.7 x A/S - - 45° - 22 - III IAM specification	81-3311 IN/EX; 12.2/15 x 8 x 36.5 B1
	4906	IN; 34 x 8 x 104.9 x RA/S - - 45° - 22 - III	
	39144	IN; 34 x 8 x 95.6 x RA/S - - 45° - VS - 22 - III OES specification	
	331103	IN; 34 x 8 x 95.7 x A/S - - 45° - 22 - III IAM specification	
	50 006 211	CAM	

6		76,5									
	686	03.1989 → 12.1990	D	A	4	1588 cm³	2V	45 kW	61 PS	ε23:1	86,4

	90 732 600	Cyl. Ø: 76.51; KH: 41.7; MT: -1.6; GL: 71.7; piston pin: 24x64; number of piston rings: 3 90 732 610 77,01 / 90 732 620 77,51 RTK, Lox, RK, TPL R 1,75 CR G6 M 2 CR G3 DSF 3 CR → 80 00006 1 0 ... cylinder head gasketpiston protrusion: notches thickness more than less than - 07.1985 1 1,40 + 0,67 + 0,80 2 1,50 + 0,81 + 0,90 3 1,60 + 0,91 + 1,02 08.1985 - 1 1,53 + 0,66 + 0,86 2 1,57 + 0,87 + 0,90 3 1,61 + 0,91 + 1,02 Motor Nr. 1464108 ... 0 1,65 mm + 0,70 1 1,80 mm + 0,70 + 0,85 2 1,95 mm + 0,85
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	80 00006 1 0 000	Cyl. Ø: 76.5; Set: 1; [R G6 CR 1.75] [M G3 IFU CR 2] [DSF CR 3] 80 00006 1 0 050 77,00 / 80 00006 1 0 100 77,50
	90 732 960	Piston: 90732600; Cylinder liner: 89163190
	89 163 190	T - Dry cylinder liner; semi; A=79.5 C=81.5 L=145 H=4.7
	78 635 600	PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A 78 635 620 0,20
	77 152 600	SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A 77 152 610 0,25 / 77 152 620 0,50 / 77 152 630 0,75, 180° oil groove
	87 344 690	SET PL-B SEMI Ø 24.000 / 27.000 / 25.000 / St/B
	87 464 600	SET PL STD Ø 47.778 / 50.600 / 19.000 / 1.406 St/B/G 87 464 610 0,25 / 87 464 620 0,50 / 87 464 630 0,75 / 87 464 640 1,00
	87 475 600	SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/B/G 87 475 610 0,25 / 87 475 620 0,50 / 87 475 630 0,75, 180° oil groove

	50 003 058	-- G - S - PC - SB - - -; bare, Mechanical tappets, Prechamber bore Ø 32 mm	
	50 003 358	CAM - V - G - S - PC - SB - - -; ready to install, Mechanical tappets, Prechamber bore Ø 32 mm	
	33029	EX; 31 x 8 x 104.6 x A/S - Cr - 45° - VS - 22 - III OES specification	MK-8H
	331101	EX; 31 x 8 x 104.7 x A/S - - 45° - 22 - III IAM specification	81-3310 IN/EX; 12.06/15 x 8 x 36.5 B1
	39116	EX; 31 x 8 x 95.6 x A/S - - 45° - VS - 22 - III OES specification	81-3312 IN/EX; 12.13/15 x 8 x 36.5 B1
	331102	EX; 31 x 8 x 95.7 x A/S - - 45° - 22 - III IAM specification	81-3311 IN/EX; 12.2/15 x 8 x 36.5 B1

cont...



TRW
EngineComponents

PIERBURG

VOLKSWAGEN

4906	IN; 34 x 8 x 104.9 x RA/S - - 45° - 22 - III
39144	IN; 34 x 8 x 95.6 x RA/S - - 45° - VS - 22 - III OES specification
50 006 211	CAM

7	76,5
68A	04.1983 → 08.1988 D A 4 1588 cm ³ 2V 45 kW 61 PS £23:1 H 86,4
68C	04.1983 → 03.1994 D A 4 1588 cm ³ 2V 50 kW 67 PS £23:1 H 86,4

90 732 600	Cyl. Ø: 76.51; KH: 41.7; MT: -1.6; GL: 71.7; piston pin: 24x64; number of piston rings: 3 90 732 610 77,01 / 90 732 620 77,51 RTK, Lox, RK, TPL R 1,75 CR G6 M 2 CR G3 DSF 3 CR → 80 00006 1 0 ... cylinder head gasketpiston protrusion: notches thickness more than less than - 07.1985 1 1,40 + 0,67 + 0,80 2 1,50 + 0,81 + 0,90 3 1,60 + 0,91 + 1,02 08.1985 - 1 1,53 + 0,66 + 0,86 2 1,57 + 0,87 + 0,90 3 1,61 + 0,91 + 1,02 Motor Nr. 1464108 ... 0 1,65 mm + 0,70 1 1,80 mm + 0,70 + 0,85 2 1,95 mm + 0,85
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80 00006 1 0 000	Cyl. Ø: 76.5; Set: 1; [R G6 CR 1.75] [M G3 IFU CR 2] [DSF CR 3] 80 00006 1 0 050 77,00 / 80 00006 1 0 100 77,50
-------------------------	---

90 732 960	Piston: 90732600; Cylinder liner: 89163190
-------------------	--

89 163 190	T - Dry cylinder liner; semi; A=79.5 C=81.5 L=145 H=4.7
-------------------	---

78 635 600	PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A 78 635 620 0,20
77 152 600	SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A 77 152 610 0,25 / 77 152 620 0,50 / 77 152 630 0,75 , 180° oil groove
87 344 690	SET PL-B SEMI Ø 24.000 / 27.000 / 25.000 / St/B
87 464 600	SET PL STD Ø 47.778 / 50.600 / 19.000 / 1.406 St/B/G 87 464 610 0,25 / 87 464 620 0,50 / 87 464 630 0,75 / 87 464 640 1,00
87 475 600	SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/B/G 87 475 610 0,25 / 87 475 620 0,50 / 87 475 630 0,75 , 180° oil groove
87 722 600	SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/B/G; PASS-L STD Ø 53.978 / 59.000 / 24.930 / 2.502 St/B/G 87 722 610 0,25 / 87 722 620 0,50 / 87 722 630 0,75 / 87 722 640 1,00 , 87 205 6.. should be preferred., HL 1,2,4,5 + PASS-L 3: 180° oil groove

50 003 058	- - G - S - PC - SB - - -; bare, Mechanical tappets, Prechamber bore Ø 32 mm
50 003 358	CAM - V - G - S - PC - SB - - -; ready to install, Mechanical tappets, Prechamber bore Ø 32 mm

33029	EX; 31 x 8 x 104.6 x A/S - Cr - 45° - VS - 22 - III OES specification	MK-8H
331101	EX; 31 x 8 x 104.7 x A/S - - 45° - 22 - III IAM specification	81-3310 IN/EX; 12.06/15 x 8 x 36.5 B1
39116	EX; 31 x 8 x 95.6 x A/S - - 45° - VS - 22 - III OES specification	81-3312 IN/EX; 12.13/15 x 8 x 36.5 B1
4906	IN; 34 x 8 x 104.9 x RA/S - - 45° - 22 - III	81-3311 IN/EX; 12.2/15 x 8 x 36.5 B1
39144	IN; 34 x 8 x 95.6 x RA/S - - 45° - VS - 22 - III OES specification	
50 006 211	CAM	



TRW
EngineComponents



VOLKSWAGEN

8



76,5

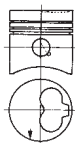


68D

03.1989 → 03.1994 D AN 4 1588 cm³ 2V 36 kW 48 PS ⚙ 23:1 🛢 86,4



93 260 600



Cyl. Ø: 76.51; KH: 41.7; MT: -1.6; GL: 71.7; piston pin: 24x64; number of piston rings: 3
93 260 610 77,01 / 93 260 620 77,51

RK, RTK

R 1,75 CR G6

M 2

DSF 3 CR

→ **80 00006 1 0 ...**, **80 00006 1 1 ...**, **80 00006 4 1 ...**

cylinder head gasketpiston protrusion:

notches thickness more than less than

- 07.1985

1 1,40 + 0,67 + 0,80

2 1,50 + 0,81 + 0,90

3 1,60 + 0,91 + 1,02

08.1985 -

1 1,53 + 0,66 + 0,86

2 1,57 + 0,87 + 0,90

3 1,61 + 0,91 + 1,02

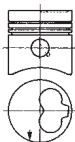
Motor Nr. 1464108 ...

0 1,65 mm + 0,70

1 1,80 mm + 0,70 + 0,85

2 1,95 mm + 0,85

93 541 630



Cyl. Ø: 77.01; KH: 41.45; MT: -1.6; GL: 71.7; piston pin: 24x64; number of piston rings: 3

RK, RTK

R 1,75 CR G6

M 2

DSF 3 CR

→ **80 00006 1 0 ...**, **80 00006 1 1 ...**, **80 00006 4 1 ...**

cylinder head gasketpiston protrusion:

notches thickness more than less than

- 07.1985

1 1,40 + 0,67 + 0,80

2 1,50 + 0,81 + 0,90

3 1,60 + 0,91 + 1,02

08.1985 -

1 1,53 + 0,66 + 0,86

2 1,57 + 0,87 + 0,90

3 1,61 + 0,91 + 1,02

Motor Nr. 1464108 ...

0 1,65 mm + 0,70

1 1,80 mm + 0,70 + 0,85

2 1,95 mm + 0,85



80 00006 1 0 000

Cyl. Ø: 76.5; Set: 1; [R G6 CR 1.75] [M G3 IFU CR 2] [DSF CR 3]

80 00006 1 0 050 77,00 / 80 00006 1 0 100 77,50

80 00006 1 1 000

Cyl. Ø: 76.5; Set: 1; [R G6 CR 1.75] [M IFU 2] [DSF CR 3]

80 00006 1 1 050 77,00 / 80 00006 1 1 100 77,50

80 00006 4 1 000

Cyl. Ø: 76.5; Set: 4; [R G6 CR 1.75] [M IFU 2] [DSF CR 3]

80 00006 4 1 050 77,00 / 80 00006 4 1 100 77,50



93 260 960

Piston: 93260600; Cylinder liner: 89163190



93 260 963

Piston: 93260600; Cylinder liner: 89049190



89 049 190

T - Dry cylinder liner; semi; A=79.5 C=81.5 L=145 H=4.7



89 163 190

T - Dry cylinder liner; semi; A=79.5 C=81.5 L=145 H=4.7



78 635 600

PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A

78 635 620 0,20

77 152 600

SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A

77 152 610 0,25 / 77 152 620 0,50 / 77 152 630 0,75, 180° oil groove

87 344 690

SET PL-B SEMI Ø 24.000 / 27.000 / 25.000 / St/B

87 464 600

SET PL STD Ø 47.778 / 50.600 / 19.000 / 1.406 St/B/G

87 464 610 0,25 / 87 464 620 0,50 / 87 464 630 0,75 / 87 464 640 1,00

87 475 600

SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/B/G

87 475 610 0,25 / 87 475 620 0,50 / 87 475 630 0,75, 180° oil groove

87 722 600

SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/B/G; PASS-L STD Ø 53.978 / 59.000 / 24.930 / 2.502 St/B/G

87 722 610 0,25 / 87 722 620 0,50 / 87 722 630 0,75 / 87 722 640 1,00, 87 205 6.. should be preferred., HL 1,2,4,5 +

PASS-L 3: 180° oil groove

cont...





TRW
EngineComponents



VOLKSWAGEN

	50 003 058	-- G - S - PC - SB - - -; bare, Mechanical tappets, Prechamber bore Ø 32 mm
	50 003 358	CAM - V - G - S - PC - SB - - -; ready to install, Mechanical tappets, Prechamber bore Ø 32 mm
	33029	EX; 31 x 8 x 104.6 x A/S - Cr - 45° - VS - 22 - III OES specification
	331101	EX; 31 x 8 x 104.7 x A/S - - 45° - 22 - III IAM specification
	39116	EX; 31 x 8 x 95.6 x A/S - - 45° - VS - 22 - III OES specification
	331102	EX; 31 x 8 x 95.7 x A/S - - 45° - 22 - III IAM specification
	4906	IN; 34 x 8 x 104.9 x RA/S - - 45° - 22 - III
	39144	IN; 34 x 8 x 95.6 x RA/S - - 45° - VS - 22 - III OES specification
	331103	IN; 34 x 8 x 95.7 x A/S - - 45° - 22 - III IAM specification
	50 006 211	CAM
	50 006 214	CAM

	MK-8H	
	81-3310	IN/EX; 12.06/15 x 8 x 36.5 B1
	81-3312	IN/EX; 12.13/15 x 8 x 36.5 B1
	81-3311	IN/EX; 12.2/15 x 8 x 36.5 B1

9 **76,5**

694 09.1990 → 07.1992 D A 5 1986 cm³ 2V 75 kW 102 PS £23:1 86,4

	90 732 600	Cyl. Ø: 76.51; KH: 41.7; MT: -1.6; GL: 71.7; piston pin: 24x64; number of piston rings: 3 90 732 610 77,01 / 90 732 620 77,51 RTK, Lox, RK, TPL R 1,75 CR G6 M 2 CR G3 DSF 3 CR → 80 00006 1 0 ... cylinder head gasketpiston protrusion: notches thicknessmore thanless than - 07.1985 1 1,40 + 0,67 + 0,80 2 1,50 + 0,81 + 0,90 3 1,60 + 0,91 + 1,02 08.1985 - 1 1,53 + 0,66 + 0,86 2 1,57 + 0,87 + 0,90 3 1,61 + 0,91 + 1,02 Motor Nr. 1464108 ... 0 1,65 mm + 0,70 1 1,80 mm + 0,70 + 0,85 2 1,95 mm + 0,85
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	80 00006 1 0 000	Cyl. Ø: 76.5; Set: 1; [R G6 CR 1.75] [M G3 IFU CR 2] [DSF CR 3] 80 00006 1 0 050 77,00 / 80 00006 1 0 100 77,50
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	90 732 960	Piston: 90732600; Cylinder liner: 89163190
--	-------------------	--

	89 163 190	T - Dry cylinder liner; semi; A=79.5 C=81.5 L=145 H=4.7
--	-------------------	---

	78 639 600	PAIR AS STD Ø 63.750 / 76.950 // 1.975 St/A
	77 209 602	SET HL STD Ø 57.978 / 63.000 / 18.500 / 2.502 St/A 77 209 612 0,25 / 77 209 622 0,50
	87 343 690	SET PL-B SEMI Ø 24.000 / 27.000 / 25.000 / St/B
	87 454 600	SET HL STD Ø 57.978 / 63.000 / 18.500 / 2.502 St/B/G 87 454 610 0,25 / 87 454 620 0,50 / 87 454 630 0,75
	87 463 600	SET PL STD Ø 47.778 / 50.600 / 19.000 / 1.406 St/B/G 87 463 610 0,25 / 87 463 620 0,50 / 87 463 630 0,75 / 87 463 640 1,00

V



10



76,5

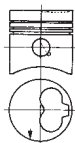


751

09.1983 → 06.1993 D AN 6 2383 cm³ 2V 55 kW 75 PS ⚡ 23:1 86,4



93 260 600



Cyl. Ø: 76.51; KH: 41.7; MT: -1.6; GL: 71.7; piston pin: 24x64; number of piston rings: 3
93 260 610 77,01 / 93 260 620 77,51

RK, RTK

R 1,75 CR G6

M 2

DSF 3 CR

→ 80 00006 1 0 ..., 80 00006 1 1 ..., 80 00006 4 1 ...

cylinder head gasketpiston protrusion:

notches thickness more than less than

- 07.1985

1 1,40 + 0,67 + 0,80

2 1,50 + 0,81 + 0,90

3 1,60 + 0,91 + 1,02

08.1985 -

1 1,53 + 0,66 + 0,86

2 1,57 + 0,87 + 0,90

3 1,61 + 0,91 + 1,02

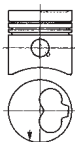
Motor Nr. 1464108 ...

0 1,65 mm + 0,70

1 1,80 mm + 0,70 + 0,85

2 1,95 mm + 0,85

93 541 630



Cyl. Ø: 77.01; KH: 41.45; MT: -1.6; GL: 71.7; piston pin: 24x64; number of piston rings: 3

RK, RTK

R 1,75 CR G6

M 2

DSF 3 CR

→ 80 00006 1 0 ..., 80 00006 1 1 ..., 80 00006 4 1 ...

cylinder head gasketpiston protrusion:

notches thickness more than less than

- 07.1985

1 1,40 + 0,67 + 0,80

2 1,50 + 0,81 + 0,90

3 1,60 + 0,91 + 1,02

08.1985 -

1 1,53 + 0,66 + 0,86

2 1,57 + 0,87 + 0,90

3 1,61 + 0,91 + 1,02

Motor Nr. 1464108 ...

0 1,65 mm + 0,70

1 1,80 mm + 0,70 + 0,85

2 1,95 mm + 0,85



80 00006 1 0 000

Cyl. Ø: 76.5; Set: 1; [R G6 CR 1.75] [M G3 IFU CR 2] [DSF CR 3]

80 00006 1 0 050 77,00 / 80 00006 1 0 100 77,50

80 00006 1 1 000

Cyl. Ø: 76.5; Set: 1; [R G6 CR 1.75] [M IFU 2] [DSF CR 3]

80 00006 1 1 050 77,00 / 80 00006 1 1 100 77,50

80 00006 4 1 000

Cyl. Ø: 76.5; Set: 4; [R G6 CR 1.75] [M IFU 2] [DSF CR 3]

80 00006 4 1 050 77,00 / 80 00006 4 1 100 77,50



93 260 960

Piston: 93260600; Cylinder liner: 89163190



93 260 963

Piston: 93260600; Cylinder liner: 89049190



89 049 190

T - Dry cylinder liner; semi; A=79.5 C=81.5 L=145 H=4.7



89 163 190

T - Dry cylinder liner; semi; A=79.5 C=81.5 L=145 H=4.7



78 639 600

PAIR AS STD Ø 63.750 / 76.950 // 1.975 St/A

77 233 602

SET HL STD Ø 57.978 / 63.000 / 18.500 / 2.502 St/A

77 233 612 0,25 / 77 233 622 0,50

87 288 690

SET PL-B SEMI Ø 22.000 / 25.000 / 25.000 / St/B

87 342 690

SET PL-B SEMI Ø 24.000 / 27.000 / 25.000 / St/B

87 414 600

SET HL STD Ø 57.978 / 63.000 / 18.500 / 2.502 St/B/G

87 414 610 0,25 / 87 414 620 0,50 / 87 414 630 0,75

87 460 600

SET HL STD Ø 57.978 / 63.000 / 18.500 / 2.502 St/B/G; PASS-L STD Ø 57.978 / 63.000 / 24.930 / 2.502 St/B/G

87 460 610 0,25 / 87 460 620 0,50 / 87 460 630 0,75

87 462 600

SET PL STD Ø 47.778 / 50.600 / 19.000 / 1.406 St/B/G

87 462 610 0,25 / 87 462 620 0,50 / 87 462 630 0,75





11		76,5	09.1983 → 06.1993	D A 6	2383 cm ³	2V	66 kW	90 PS	ε 23:1	H 86,4
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	90 732 600	Cyl. Ø: 76.51; KH: 41.7; MT: -1.6; GL: 71.7; piston pin: 24x64; number of piston rings: 3 90 732 610 77,01 / 90 732 620 77,51 RTK, Lox, RK, TPL R 1,75 CR G6 M 2 CR G3 DSF 3 CR → 80 00006 1 0 ... cylinder head gasketpiston protrusion: notches thicknessmore thanless than - 07.1985 1 1,40 + 0,67 + 0,80 2 1,50 + 0,81 + 0,90 3 1,60 + 0,91 +1,02 08.1985 - 1 1,53 + 0,66 + 0,86 2 1,57 + 0,87 + 0,90 3 1,61 + 0,91 +1,02 Motor Nr. 1464108 ... 0 1,65 mm + 0,70 1 1,80 mm + 0,70 + 0,85 2 1,95 mm + 0,85
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	80 00006 1 0 000	Cyl. Ø: 76.5; Set: 1; [R G6 CR 1.75] [M G3 IFU CR 2] [DSF CR 3] 80 00006 1 0 050 77,00 / 80 00006 1 0 100 77,50
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	90 732 960	Piston: 90732600; Cylinder liner: 89163190
--	-------------------	--

	89 163 190	T - Dry cylinder liner; semi; A=79.5 C=81.5 L=145 H=4.7
--	-------------------	---

	78 639 600	PAIR AS STD Ø 63.750 / 76.950 // 1.975 St/A
	77 233 602	SET HL STD Ø 57.978 / 63.000 / 18.500 / 2.502 St/A 77 233 612 0,25 / 77 233 622 0,50
	87 288 690	SET PL-B SEMI Ø 22.000 / 25.000 / 25.000 / St/B
	87 342 690	SET PL-B SEMI Ø 24.000 / 27.000 / 25.000 / St/B
	87 414 600	SET HL STD Ø 57.978 / 63.000 / 18.500 / 2.502 St/B/G 87 414 610 0,25 / 87 414 620 0,50 / 87 414 630 0,75
	87 460 600	SET HL STD Ø 57.978 / 63.000 / 18.500 / 2.502 St/B/G; PASS-L STD Ø 57.978 / 63.000 / 24.930 / 2.502 St/B/G 87 460 610 0,25 / 87 460 620 0,50 / 87 460 630 0,75
	87 462 600	SET PL STD Ø 47.778 / 50.600 / 19.000 / 1.406 St/B/G 87 462 610 0,25 / 87 462 620 0,50 / 87 462 630 0,75

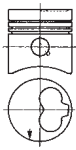
12		76,5	01.1981 → 01.1984	D AN 6	2383 cm ³	2V	55 kW	75 PS	ε 23:1	H 86,4
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	93 260 600	Cyl. Ø: 76.51; KH: 41.7; MT: -1.6; GL: 71.7; piston pin: 24x64; number of piston rings: 3 93 260 610 77,01 / 93 260 620 77,51 RK, RTK R 1,75 CR G6 M 2 DSF 3 CR → 80 00006 1 0 ... , 80 00006 1 1 ... , 80 00006 4 1 ... cylinder head gasketpiston protrusion: notches thicknessmore thanless than - 07.1985 1 1,40 + 0,67 + 0,80 2 1,50 + 0,81 + 0,90 3 1,60 + 0,91 +1,02 08.1985 - 1 1,53 + 0,66 + 0,86 2 1,57 + 0,87 + 0,90 3 1,61 + 0,91 +1,02 Motor Nr. 1464108 ... 0 1,65 mm + 0,70 1 1,80 mm + 0,70 + 0,85 2 1,95 mm + 0,85
--	-------------------	---

cont...



93 541 630



Cyl. Ø: 77.01; KH: 41.45; MT: -1.6; GL: 71.7; piston pin: 24x64; number of piston rings: 3

RK, RTK

R 1,75 CR G6

M 2

DSF 3 CR

→ 80 00006 1 0 ..., 80 00006 1 1 ..., 80 00006 4 1 ...

cylinder head gasketpiston protrusion:

notches thicknessmore thanless than

- 07.1985

1 1,40 + 0,67 + 0,80

2 1,50 + 0,81 + 0,90

3 1,60 + 0,91 + 1,02

08.1985 -

1 1,53 + 0,66 + 0,86

2 1,57 + 0,87 + 0,90

3 1,61 + 0,91 + 1,02

Motor Nr. 1464108 ...

0 1,65 mm + 0,70 + 0,70

1 1,80 mm + 0,70 + 0,85

2 1,95 mm + 0,85



80 00006 1 0 000

Cyl. Ø: 76.5; Set: 1; [R G6 CR 1.75] [M G3 IFU CR 2] [DSF CR 3]

80 00006 1 0 050 77,00 / 80 00006 1 0 100 77,50

80 00006 1 1 000

Cyl. Ø: 76.5; Set: 1; [R G6 CR 1.75] [M IFU 2] [DSF CR 3]

80 00006 1 1 050 77,00 / 80 00006 1 1 100 77,50

80 00006 4 1 000

Cyl. Ø: 76.5; Set: 4; [R G6 CR 1.75] [M IFU 2] [DSF CR 3]

80 00006 4 1 050 77,00 / 80 00006 4 1 100 77,50



93 260 960

Piston: 93260600; Cylinder liner: 89163190

93 260 963

Piston: 93260600; Cylinder liner: 89049190



89 049 190

T - Dry cylinder liner; semi; A=79.5 C=81.5 L=145 H=4.7

89 163 190

T - Dry cylinder liner; semi; A=79.5 C=81.5 L=145 H=4.7



78 639 600

PAIR AS STD Ø 63.750 / 76.950 // 1.975 St/A

77 233 602

SET HL STD Ø 57.978 / 63.000 / 18.500 / 2.502 St/A

77 233 612 0,25 / 77 233 622 0,50

87 288 690

SET PL-B SEMI Ø 22.000 / 25.000 / 25.000 / St/B

87 342 690

SET PL-B SEMI Ø 24.000 / 27.000 / 25.000 / St/B

87 414 600

SET HL STD Ø 57.978 / 63.000 / 18.500 / 2.502 St/B/G

87 414 610 0,25 / 87 414 620 0,50 / 87 414 630 0,75

87 462 600

SET PL STD Ø 47.778 / 50.600 / 19.000 / 1.406 St/B/G

87 462 610 0,25 / 87 462 620 0,50 / 87 462 630 0,75

13

76,5



ADK

04.1994 → 07.1996 D AN 4 1588 cm³ 2V 40 kW 54 PS ⚙ 22,5:1 🛢 86,4



93 260 600

Cyl. Ø: 76.51; KH: 41.7; MT: -1.6; GL: 71.7; piston pin: 24x64; number of piston rings: 3

93 260 610 77,01 / 93 260 620 77,51

RK, RTK

R 1,75 CR G6

M 2

DSF 3 CR

→ 80 00006 1 0 ..., 80 00006 1 1 ..., 80 00006 4 1 ...

cylinder head gasketpiston protrusion:

notches thicknessmore thanless than

- 07.1985

1 1,40 + 0,67 + 0,80

2 1,50 + 0,81 + 0,90

3 1,60 + 0,91 + 1,02

08.1985 -

1 1,53 + 0,66 + 0,86

2 1,57 + 0,87 + 0,90

3 1,61 + 0,91 + 1,02

Motor Nr. 1464108 ...

0 1,65 mm + 0,70 + 0,70

1 1,80 mm + 0,70 + 0,85

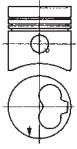
2 1,95 mm + 0,85

cont...

V



93 541 630



Cyl. Ø: 77.01; KH: 41.45; MT: -1.6; GL: 71.7; piston pin: 24x64; number of piston rings: 3

RK, RTK

R 1,75 CR G6

M 2

DSF 3 CR

→ 80 00006 1 0 ..., 80 00006 1 1 ..., 80 00006 4 1 ...

cylinder head gasketpiston protrusion:

notches thicknessmore thanless than

- 07.1985

1 1,40 + 0,67 + 0,80

2 1,50 + 0,81 + 0,90

3 1,60 + 0,91 + 1,02

08.1985 -

1 1,53 + 0,66 + 0,86

2 1,57 + 0,87 + 0,90

3 1,61 + 0,91 + 1,02

Motor Nr. 1464108 ...

0 1,65 mm + 0,70

1 1,80 mm + 0,70 + 0,85

2 1,95 mm + 0,85



80 00006 1 0 000

Cyl. Ø: 76.5; Set: 1; [R G6 CR 1.75] [M G3 IFU CR 2] [DSF CR 3]

80 00006 1 0 050 77,00 / 80 00006 1 0 100 77,50

80 00006 1 1 000

Cyl. Ø: 76.5; Set: 1; [R G6 CR 1.75] [M IFU 2] [DSF CR 3]

80 00006 1 1 050 77,00 / 80 00006 1 1 100 77,50

80 00006 4 1 000

Cyl. Ø: 76.5; Set: 4; [R G6 CR 1.75] [M IFU 2] [DSF CR 3]

80 00006 4 1 050 77,00 / 80 00006 4 1 100 77,50



93 260 960

Piston: 93260600; Cylinder liner: 89163190

93 260 963

Piston: 93260600; Cylinder liner: 89049190



89 049 190

T - Dry cylinder liner; semi; A=79.5 C=81.5 L=145 H=4.7

89 163 190

T - Dry cylinder liner; semi; A=79.5 C=81.5 L=145 H=4.7



78 635 600

PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A

78 635 620 0,20

77 152 600

SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A

77 152 610 0,25 / 77 152 620 0,50 / 77 152 630 0,75, 180° oil groove

87 344 690

SET PL-B SEMI Ø 24.000 / 27.000 / 25.000 / St/B

87 464 600

SET PL STD Ø 47.778 / 50.600 / 19.000 / 1.406 St/B/G

87 464 610 0,25 / 87 464 620 0,50 / 87 464 630 0,75 / 87 464 640 1,00

14

77



122

08.1950 → 07.1960 B 4 1192 cm³ 2V 18-22 kW 25-30 PS £ 7,5:1 64



91 350 701

Cyl. Ø: 77; KH: 39; GL: 79; piston pin: 20x63; number of piston rings: 3

91 350 711 77,50

SRK

M 2,5

M 2,5

DSF 4

→ 80 00263 4 0 ..., 80 00263 4 1 ...



80 00263 4 0 000

Cyl. Ø: 77; Set: 4; [M 2.5] [M 2.5] [DSF 4]

80 00263 4 0 050 77,50 / 80 00263 4 0 100 78,00

80 00263 4 1 000

Cyl. Ø: 77; Set: 4; [M 2.5] [NM 2.5] [SLF CR 4]



91 350 970

Piston: 91350701; Cylinder liner: 88448110

91 350 972

Piston: 91350701; Cylinder liner: 88584110



88 448 110

R - Air-cooled cylinder; finished; A=87 C=89.8 L=126.2 H=102.05

88 584 110

R - Air-cooled cylinder; finished; A=90 C=89.8 L=126.2 H=102.05

15

77



122/2

08.1972 → 07.1991 B 4 1192 cm³ 2V 25 kW 34 PS £ 7,5:1 64



92 412 601

Cyl. Ø: 77; KH: 39; BÜ: 3; GL: 82; piston pin: 20x63; number of piston rings: 3

92 412 611 77,50

SRK

M 2

N 2

DSF 4

→ 80 00262 4 0 ..., 80 00262 4 1 ...

mot. MD 099 2261 →

cont...



TRW
EngineComponents



VOLKSWAGEN

	80 00262 4 0 000	Cyl. Ø: 77; Set: 4; [M 2] [N 2] [DSF 4] 80 00262 4 0 050 77,50 / 80 00262 4 0 100 78,00
	80 00262 4 1 000	Cyl. Ø: 77; Set: 4; [M 2] [N 2] [SLF CR 4]
	92 412 960	Piston: 92412601; Cylinder liner: 88584110, mot. MD 099 2261→
	92 412 961	Piston: 92412601; Cylinder liner: 88448110, 01.1978→, mot. MD 099 2261→
	88 448 110	R - Air-cooled cylinder; finished; A=87 C=89.8 L=126.2 H=102.05
	88 584 110	R - Air-cooled cylinder; finished; A=90 C=89.8 L=126.2 H=102.05
	87 362 690	SET PL-B SEMI Ø 22.000 / 23.970 / 23.400 / St/B
	87 732 700	SET HL STD Ø 54.990 / 65.500 / 22.000 / 5.285 St/B/G; HL STD Ø 54.990 / 65.500 / 22.000 / 5.240 A; HL STD Ø 40.000 / 50.500 / 15.000 / 5.233 A; PASS-L STD Ø 54.990 / 65.500 / 26.930 / 5.237 A 87 732 710 0,25
	87 978 630	SET HL 0,75 Ø 54.240 / 65.000 / 22.000 / 5.410 St/B/G; HL 0,75 Ø 54.240 / 65.000 / 22.000 / 5.365 A; HL 0,75 Ø 39.250 / 50.000 / 15.000 / 5.358 A; PASS-L 0,75 Ø 54.240 / 65.000 / 26.930 / 5.362 A 87 978 640 1,00
	87978600	SET HL STD Ø 54.990 / 65.000 / 22.000 / 4.990 A; HL STD Ø 40.000 / 50.000 / 15.000 / 4.983 A; HL STD Ø 54.990 / 65.000 / 22.000 / 5.035 St/B/G; PASS-L STD Ø 54.990 / 65.000 / 26.930 / 4.987 A
	87978610	SET HL 0,25 Ø 39.750 / 50.000 / 15.000 / 5.108 A; HL 0,25 Ø 54.740 / 65.000 / 22.000 / 5.115 A; HL 0,25 Ø 54.740 / 65.000 / 22.000 / 5.160 St/B/G; PASS-L 0,25 Ø 54.740 / 65.000 / 26.930 / 5.112 A
	87978620	SET HL 0,50 Ø 39.500 / 50.000 / 15.000 / 5.233 A; HL 0,50 Ø 54.490 / 65.000 / 22.000 / 5.240 A; HL 0,50 Ø 54.490 / 65.000 / 22.000 / 5.285 St/B/G; PASS-L 0,50 Ø 54.490 / 65.000 / 26.930 / 5.237 A
	87 978 700	SET HL STD Ø 54.990 / 65.500 / 22.000 / 5.285 St/B/G; HL STD Ø 54.990 / 65.500 / 22.000 / 5.240 A; HL STD Ø 40.000 / 50.500 / 15.000 / 5.233 A; PASS-L STD Ø 54.990 / 65.500 / 26.930 / 5.237 A 87 978 710 0,25 / 87 978 730 0,75
	87978720	SET HL 0,50 Ø 54.490 / 65.500 / 22.000 / 5.535 St/B/G; HL 0,50 Ø 54.490 / 65.500 / 22.000 / 5.490 A; HL 0,50 Ø 39.500 / 50.500 / 15.000 / 5.483 A; PASS-L 0,50 Ø 54.490 / 65.500 / 26.930 / 5.487 A
	87 978 810	SET HL 0,25 Ø 54.740 / 66.000 / 22.000 / 5.660 St/B/G; HL 0,25 Ø 39.750 / 51.000 / 15.000 / 5.608 A; HL 0,25 Ø 54.740 / 66.000 / 22.000 / 5.615 A; PASS-L 0,25 Ø 54.740 / 66.000 / 26.930 / 5.612 A 87 978 830 0,75
	87978800	SET HL STD Ø 54.990 / 66.000 / 22.000 / 5.490 A; HL STD Ø 54.990 / 66.000 / 22.000 / 5.535 St/B/G; HL STD Ø 40.000 / 51.000 / 15.000 / 5.483 A; PASS-L STD Ø 54.990 / 66.000 / 26.930 / 5.487 A
	87978815	SET HL 0,25 Ø 54.740 / 66.500 / 22.000 / 5.865 A; HL 0,25 Ø 39.750 / 51.500 / 15.000 / 5.858 A; HL 0,25 Ø 54.740 / 66.500 / 22.000 / 5.910 St/B/G; PASS-L 0,25 Ø 54.740 / 66.500 / 26.930 / 5.862 A
	87978820	SET HL 0,50 Ø 54.490 / 66.000 / 22.000 / 5.740 A; HL 0,50 Ø 39.500 / 51.000 / 15.000 / 5.733 A; HL 0,50 Ø 54.490 / 66.000 / 22.000 / 5.785 St/B/G; PASS-L 0,50 Ø 54.490 / 66.000 / 26.930 / 5.737 A
	87 996 600	SET NW-L STD Ø 25.000 / 27.500 / 20.000 / 1.245 St/W; NW-L STD Ø 25.000 / 27.500 / 23.000 / 1.245 St/W; NW-L STD Ø 25.000 / 27.500 / 28.000 / 1.245 St/W; NW-L STD Ø 25.000 / 27.500 / 25.000 / 1.245 St/W 87 996 610 0,25
	87 998 600	SET PL STD Ø 54.990 / 57.800 / 17.600 / 1.397 St/B/G 87 998 610 0,25 / 87 998 620 0,50 / 87 998 630 0,75 / 87 998 640 1,00

16



79,5



28B

01.1990 → 03.1994 D AN 4 1896 cm³ 2V 48 kW 65 PS ⚡ 22,5:1 🛢 95,5



91 386 600

Cyl. Ø: 79.51; KH: 39.65; MT: -1.9; GL: 65.7; piston pin: 24x64; number of piston rings: 3

91 386 610 79,76 / 91 386 620 80,01 / 91 386 630 80,51

RTK, RK

R 1,75 CR G6

M 2 CR G1

DSF 3 CR

→ **80 00008 1 0 ...**

cylinder head gasket piston protrusion:

notches	thickness	more than	less than
1	1,53	+0,66	+0,86
2	1,57	+0,87	+0,90
3	1,61	+0,91	+1,02



80 00008 1 0 000

Cyl. Ø: 79.5; Set: 1; [R G6 CR 1.75] [M G1 IFU CR 2] [DSF CR 3]

80 00008 1 0 025 79,75 / 80 00008 1 0 050 80,00 / 80 00008 1 0 100 80,50



91 386 960

Piston: 91386600; Cylinder liner: 89434190



89 434 190

T - Dry cylinder liner; semi; A=82.5 C=85.5 L=152 H=4.7





17 **79,5**
496 12.1977 → 01.1984 B 4 1588 cm³ 2V 48 kW 65 PS £8:1 80

	93 356 600	Cyl. Ø: 79.51; KH: 41.8; MT: -6.1; GL: 73.8; piston pin: 22x55; number of piston rings: 3 93 356 620 80,01 SRK R 1,75 CR G6 NM 2 DSF 4 CR → 80 00009 1 1 ... , 80 00009 4 1 ... , 80 00009 4 2 ... exchangeable only in sets
	80 00009 1 1 000	Cyl. Ø: 79.5; Set: 1; [R G6 IF CR 1.75] [NM 2] [DSF CR 4] 80 00009 1 1 025 79,75 / 80 00009 1 1 050 80,00 / 80 00009 1 1 100 80,50
	80 00009 4 1 000	Cyl. Ø: 79.5; Set: 4; [R G6 IF CR 1.75] [NM 2] [DSF CR 4] 80 00009 4 1 025 79,75 / 80 00009 4 1 050 80,00
	80 00009 4 2 000	Cyl. Ø: 79.5; Set: 4; [R G6 IF CR 1.75] [NM 2] [SLF CR 4] 80 00009 4 2 025 79,75 / 80 00009 4 2 050 80,00 / 80 00009 4 2 100 80,50
	85 957 694	BU SEMI Ø 42.975 / 46.000 / 15.000 / St/W 85 957 604 STD, Bushing for intermediary shaft, front.
	85 958 694	BU SEMI Ø 41.975 / 45.000 / 15.000 / St/W 85 958 604 STD, Bushing for intermediary shaft, rear.
	87 205 600	SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/B/G; PASS-L STD Ø 53.978 / 59.000 / 24.930 / 2.502 St/B/G 87 205 610 0,25 / 87 205 620 0,50 / 87 205 630 0,75 / 87 205 640 1,00 , HL 4: 360° oil groove
	87 290 690	SET PL-B SEMI Ø 22.000 / 25.000 / 25.000 / St/B
	87 722 600	SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/B/G; PASS-L STD Ø 53.978 / 59.000 / 24.930 / 2.502 St/B/G 87 722 610 0,25 / 87 722 620 0,50 / 87 722 630 0,75 / 87 722 640 1,00 , 87 205 6.. should be preferred., HL 1,2,4,5 + PASS-L 3: 180° oil groove
	87 723 600	SET PL STD Ø 45.978 / 49.000 / 19.000 / 1.506 St/B/G 87 723 610 0,25 / 87 723 620 0,50 / 87 723 630 0,75 / 87 723 640 1,00

18 **79,5**
ADE 04.1994 → 01.2002 D A 4 1896 cm³ 2V 55 kW 75 PS £22,5:1 95,5

	91 429 600	Cyl. Ø: 79.51; KH: 45.65; MT: -1.9; GL: 71.7; piston pin: 26x66; number of piston rings: 3 91 429 610 79,76 / 91 429 620 80,01 / 91 429 630 80,51 RTK, RK, Lox R 1,75 CR G6 M 2 CR G1 DSF 3 CR → 80 00008 1 0 ... cylinder head gasket piston protrusion: notches thickness more than less than 1 1,53 +0,66 +0,86 2 1,57 +0,87 +0,90 3 1,61 +0,91 +1,02
	80 00008 1 0 000	Cyl. Ø: 79.5; Set: 1; [R G6 CR 1.75] [M G1 IFU CR 2] [DSF CR 3] 80 00008 1 0 025 79,75 / 80 00008 1 0 050 80,00 / 80 00008 1 0 100 80,50
	91 429 960	Piston: 91429600; Cylinder liner: 89434190
	89 434 190	T - Dry cylinder liner; semi; A=82.5 C=85.5 L=152 H=4.7
	78 635 600	PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A 78 635 620 0,20
	77 152 600	SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A 77 152 610 0,25 / 77 152 620 0,50 / 77 152 630 0,75 , 180° oil groove
	77 213 600	SET PL STD Ø 47.778 / 50.600 / 20.000 / 1.406 St/B/G1 77 213 610 0,25 / 77 213 620 0,50
	77 214 690	SET PL-B SEMI Ø 26.000 / 29.000 / 25.000 / St/B, With 2 oil holes.

	39474	EX; 31 x 7 x 95.6 x A/S - - 45° - VS - 22 - III
	33049	EX; 31.2 x 8 x 95.1 x A/S - - 45° - VS - 22 - III
	39185	EX; 31.2 x 8 x 95.55 x RA/S - Cr - 45° - VS - 22 - III
	39395	IN; 36 x 7 x 95.6 x S - - 45° - 22 - III
	39143	IN; 36 x 8 x 95.6 x RA/S - - 45° - VS - 22 - III

	MK-7H	
	MK-8H	
	81-3310	IN/EX; 12.06/15 x 8 x 36.5 B1
	81-33103	IN/EX; 12.08/15 x 7 x 36.5 B1
	81-3312	IN/EX; 12.13/15 x 8 x 36.5 B1
	81-3311	IN/EX; 12.2/15 x 8 x 36.5 B1
	81-33104	IN/EX; 12.25/15 x 7 x 36.5 B1



19 **79,5**

ADG 04.1994 → D AN 4 1896 cm³ 2V 48 kW 65 PS ⚙️ 22,5:1 🛢️ 95,5



91 386 600



Cyl. Ø: 79.51; KH: 39.65; MT: -1.9; GL: 65.7; piston pin: 24x64; number of piston rings: 3
91 386 610 79,76 / **91 386 620** 80,01 / **91 386 630** 80,51

RTK, RK
R 1,75 CR G6
M 2 CR G1
DSF 3 CR

→ **80 00008 1 0 ...**
cylinder head gasket piston protrusion:

notches	thickness	more than	less than
1	1,53	+0,66	+0,86
2	1,57	+0,87	+0,90
3	1,61	+0,91	+1,02



80 00008 1 0 000

Cyl. Ø: 79.5; Set: 1; [R G6 CR 1.75] [M G1 IFU CR 2] [DSF CR 3]
80 00008 1 0 025 79,75 / **80 00008 1 0 050** 80,00 / **80 00008 1 0 100** 80,50



91 386 960

Piston: 91386600; Cylinder liner: 89434190



89 434 190

T - Dry cylinder liner; semi; A=82.5 C=85.5 L=152 H=4.7



78 635 600

PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A
78 635 620 0,20

77 150 690

SET PL-B SEMI Ø 24.000 / 27.000 / 25.000 / St/B, With 2 oil holes.

77 152 600

SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A
77 152 610 0,25 / **77 152 620** 0,50 / **77 152 630** 0,75, 180° oil groove

87 464 600

SET PL STD Ø 47.778 / 50.600 / 19.000 / 1.406 St/B/G
87 464 610 0,25 / **87 464 620** 0,50 / **87 464 630** 0,75 / **87 464 640** 1,00



50 003 107

-- G - S - PC - SB - - -; bare, Valve stem Ø 7 mm, mot. 580.001 →



39474

EX; 31 x 7 x 95.6 x A/S - - 45° - VS - 22 - III



MK-7H

39395

IN; 36 x 7 x 95.6 x S - - 45° - 22 - III



81-33103

IN/EX; 12.08/15 x 7 x 36.5 B1

81-33104

IN/EX; 12.25/15 x 7 x 36.5 B1

20 **79,5**

AFD 04.1994 → 01.2002 D A 4 1896 cm³ 2V 60 kW 82 PS ⚙️ 22,5:1 🛢️ 95,5



94 427 700



Cyl. Ø: 79.51; KH: 45.8; VT1: -1; MT: -17.75; MØ: 37.9; GL: 71.8; piston pin: 26x66; number of piston rings: 3
94 427 710 79,76 / **94 427 720** 80,01 / **94 427 730** 80,51

RTK, KBB
R 1,75 PC G6
M 2 CR G1
DSF 3 CR

→ **80 00008 1 0 ...**
for cylinder 1-2, cylinder head gasket piston protrusion:

notches	thickness	more than	less than
1		+0,91	+1,00
2		+1,01	+1,10
3		+1,11	+1,20

94 428 700



Cyl. Ø: 79.51; KH: 45.8; VT1: -1; MT: -17.75; MØ: 37.9; GL: 71.8; piston pin: 26x66; number of piston rings: 3
94 428 710 79,76 / **94 428 720** 80,01 / **94 428 730** 80,51

RTK, KBB
R 1,75 PC G6
M 2 CR G1
DSF 3 CR

→ **80 00008 1 0 ...**
for cylinder 3-4, cylinder head gasket piston protrusion:

notches	thickness	more than	less than
1		+0,91	+1,00
2		+1,01	+1,10
3		+1,11	+1,20



80 00008 1 0 000

Cyl. Ø: 79.5; Set: 1; [R G6 CR 1.75] [M G1 IFU CR 2] [DSF CR 3]
80 00008 1 0 025 79,75 / **80 00008 1 0 050** 80,00 / **80 00008 1 0 100** 80,50



94 427 970

Piston: 94427700; Cylinder liner: 89434190

94 428 970

Piston: 94428700; Cylinder liner: 89434190



89 434 190

T - Dry cylinder liner; semi; A=82.5 C=85.5 L=152 H=4.7

cont...





	78 635 600	PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A 78 635 620 0,20
	77 152 600	SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A 77 152 610 0,25 / 77 152 620 0,50 / 77 152 630 0,75, 180° oil groove
	77 213 600	SET PL STD Ø 47.778 / 50.600 / 20.000 / 1.406 St/B/G1 77 213 610 0,25 / 77 213 620 0,50
	77 214 690	SET PL-B SEMI Ø 26.000 / 29.000 / 25.000 / St/B, With 2 oil holes.
	50 003 114	-- G - S - - SB - - -; bare, Hydraulic tappets, Valve stem Ø 7 mm
	50 003 414	CAM - V - G - S - - SB - - -; ready to install, Hydraulic tappets, Valve stem Ø 7 mm
	39487	EX; 31.5 x 7 x 96.9 x RA/S - - 45° - VS - 22 - III OES specification
	39486	IN; 36 x 7 x 96.9 x S - - 45° - 22 - III
		MK-7H
		81-33103 IN/EX; 12.08/15 x 7 x 36.5 B1
		81-33104 IN/EX; 12.25/15 x 7 x 36.5 B1
	7.21903.70.0	Pressure transducer regulating throttle (EGR); Pressure transducer (EGR); electric-pneumatic

21		79,5							
	ANC	02.2003 →	D AN 4	1896 cm ³	2V	44 kW	60 PS	€22,5:1	95,5
	BGL	02.2003 →	D AN 4	1896 cm ³	2V	37 kW	50 PS	€23:1	95,5
	BGM	02.2003 →	D AN 4	1896 cm ³	2V	29 kW	40 PS	€23:1	95,5

	40 092 700	Cyl. Ø: 79.51; KH: 39.8; MT: -17.75; MØ: 38; GL: 60.8; piston pin: 24x59; number of piston rings: 3 40 092 720 80,01 RTK R 1,75 CR G6 M 2 CR G1 DSF 3 CR → 80 00008 1 0 ... cylinder head gasket piston protrusion: notches thickness more than less than 1 +0,91 +1,00 2 +1,01 +1,10 3 +1,11 +1,20, for cylinder 1-2
	40 093 700	Cyl. Ø: 79.51; KH: 39.8; MT: -17.75; MØ: 38; GL: 60.8; piston pin: 24x59; number of piston rings: 3 40 093 720 80,01 RTK R 1,75 CR G6 M 2 CR G1 DSF 3 CR → 80 00008 1 0 ... cylinder head gasket piston protrusion: notches thickness more than less than 1 +0,91 +1,00 2 +1,01 +1,10 3 +1,11 +1,20, for cylinder 3-4

	80 00008 1 0 000	Cyl. Ø: 79.5; Set: 1; [R G6 CR 1.75] [M G1 IFU CR 2] [DSF CR 3] 80 00008 1 0 025 79,75 / 80 00008 1 0 050 80,00 / 80 00008 1 0 100 80,50
	40 092 970	Piston: 40092700; Cylinder liner: 89434190
	40 093 970	Piston: 40093700; Cylinder liner: 89434190
	89 434 190	T - Dry cylinder liner; semi; A=82.5 C=85.5 L=152 H=4.7

	78 635 600	PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A 78 635 620 0,20
	77 150 690	SET PL-B SEMI Ø 24.000 / 27.000 / 25.000 / St/B, With 2 oil holes.
	77 152 600	SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A 77 152 610 0,25 / 77 152 620 0,50 / 77 152 630 0,75, 180° oil groove
	87 464 600	SET PL STD Ø 47.778 / 50.600 / 19.000 / 1.406 St/B/G 87 464 610 0,25 / 87 464 620 0,50 / 87 464 630 0,75 / 87 464 640 1,00
	39503	EX; 31.5 x 7 x 96.4 x RA/S - - 45° - VS - 22 - III
	39502	IN; 36 x 7 x 96.6 x S - - 45° - 22 - III
		MK-7H



22



79,5



ARD

01.2002 →

D AN 4

1896 cm³

2V 44 kW

60 PS

⊗ 22,5:1

95,5



94 427 700



Cyl. Ø: 79.51; KH: 45.8; VT1: -1; MT: -17.75; MØ: 37.9; GL: 71.8; piston pin: 26x66; number of piston rings: 3
94 427 710 79,76 / **94 427 720** 80,01 / **94 427 730** 80,51

RTK, KBB

R 1,75 PC G6

M 2 CR G1

DSF 3 CR

→ **80 00008 1 0 ...**

for cylinder 1-2, cylinder head gasket piston protrusion:

notches thickness more than less than

1 +0,91 +1,00

2 +1,01 +1,10

3 +1,11 +1,20

94 428 700



Cyl. Ø: 79.51; KH: 45.8; VT1: -1; MT: -17.75; MØ: 37.9; GL: 71.8; piston pin: 26x66; number of piston rings: 3
94 428 710 79,76 / **94 428 720** 80,01 / **94 428 730** 80,51

RTK, KBB

R 1,75 PC G6

M 2 CR G1

DSF 3 CR

→ **80 00008 1 0 ...**

for cylinder 3-4, cylinder head gasket piston protrusion:

notches thickness more than less than

1 +0,91 +1,00

2 +1,01 +1,10

3 +1,11 +1,20



80 00008 1 0 000

Cyl. Ø: 79.5; Set: 1; [R G6 CR 1.75] [M G1 IFU CR 2] [DSF CR 3]
80 00008 1 0 025 79,75 / **80 00008 1 0 050** 80,00 / **80 00008 1 0 100** 80,50



94 427 970

Piston: 94427700; Cylinder liner: 89434190

94 428 970

Piston: 94428700; Cylinder liner: 89434190



89 434 190

T - Dry cylinder liner; semi; A=82.5 C=85.5 L=152 H=4.7



78 635 600

PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A
78 635 620 0,20

77 152 600

SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A
77 152 610 0,25 / **77 152 620** 0,50 / **77 152 630** 0,75, 180° oil groove

77 213 600

SET PL STD Ø 47.778 / 50.600 / 20.000 / 1.406 St/B/G1
77 213 610 0,25 / **77 213 620** 0,50

77 214 690

SET PL-B SEMI Ø 26.000 / 29.000 / 25.000 / St/B, With 2 oil holes.



50 003 117

-- G - S - - SB - - -; bare, With 7 drill holes Ø 6 mm to fit rocker gasket, Valve stem Ø 7 mm

50 003 418

CAM - V - G - S - - SB - - -; ready to install, Camshaft 038 109 101 E, With 7 drill holes Ø 6 mm to fit rocker gasket, Valve stem Ø 7 mm



39503

EX; 31.5 x 7 x 96.4 x RA/S - - 45° - VS - 22 - III



MK-7H

39502

IN; 36 x 7 x 96.6 x S - - 45° - 22 - III

23



79,5



AVM

11.2000 →

D A 4

1896 cm³

2V 63 kW

86 PS

⊗ 19,5:1

95,5



94 427 700



Cyl. Ø: 79.51; KH: 45.8; VT1: -1; MT: -17.75; MØ: 37.9; GL: 71.8; piston pin: 26x66; number of piston rings: 3
94 427 710 79,76 / **94 427 720** 80,01 / **94 427 730** 80,51

RTK, KBB

R 1,75 PC G6

M 2 CR G1

DSF 3 CR

→ **80 00008 1 0 ...**

for cylinder 1-2, cylinder head gasket piston protrusion:

notches thickness more than less than

1 +0,91 +1,00

2 +1,01 +1,10

3 +1,11 +1,20

cont...

V



94 428 700



Cyl. Ø: 79.51; KH: 45.8; VT1: -1; MT: -17.75; MØ: 37.9; GL: 71.8; piston pin: 26x66; number of piston rings: 3
94 428 710 79,76 / 94 428 720 80,01 / 94 428 730 80,51

RTK, KBB
R 1,75 PC G6
M 2 CR G1
DSF 3 CR

→ 80 00008 1 0 ...
for cylinder 3-4, cylinder head gasket piston protrusion:

notches	thickness	more than	less than
1		+0,91	+1,00
2		+1,01	+1,10
3		+1,11	+1,20

80 00008 1 0 000



Cyl. Ø: 79.5; Set: 1; [R G6 CR 1.75] [M G1 IFU CR 2] [DSF CR 3]
80 00008 1 0 025 79,75 / 80 00008 1 0 050 80,00 / 80 00008 1 0 100 80,50

94 427 970



Piston: 94427700; Cylinder liner: 89434190

94 428 970

Piston: 94428700; Cylinder liner: 89434190

89 434 190



T - Dry cylinder liner; semi; A=82.5 C=85.5 L=152 H=4.7

78 635 600



PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A
78 635 620 0,20

77 152 600

SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A
77 152 610 0,25 / 77 152 620 0,50 / 77 152 630 0,75, 180° oil groove

77 213 600

SET PL STD Ø 47.778 / 50.600 / 20.000 / 1.406 St/B/G1
77 213 610 0,25 / 77 213 620 0,50

77 214 690

SET PL-B SEMI Ø 26.000 / 29.000 / 25.000 / St/B, With 2 oil holes.

50 003 117



-- G - S -- SB --; bare, With 7 drill holes Ø 6 mm to fit rocker gasket, Valve stem Ø 7 mm

50 003 417

CAM - V - G - S -- SB --; ready to install, camshaft 038 109 101 K, With 7 drill holes Ø 6 mm to fit rocker gasket, Valve stem Ø 7 mm

39487



EX; 31.5 x 7 x 96.9 x RA/S -- 45° - VS - 22 - III
OES specification



MK-7H

39486

IN; 36 x 7 x 96.9 x S -- 45° - 22 - III

7.02183.01.0



Pressure transducer (EGR); electric-pneumatic

7.02184.01.0

Pressure transformer (turbo charger); electric-pneumatic

24

79,5



BEQ

02.2002 →

D AN 4

1896 cm³

2V

33 kW

45 PS

£ 23:1

95,5

78 635 600



PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A
78 635 620 0,20

77 152 600

SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A
77 152 610 0,25 / 77 152 620 0,50 / 77 152 630 0,75, 180° oil groove

77 213 600

SET PL STD Ø 47.778 / 50.600 / 20.000 / 1.406 St/B/G1
77 213 610 0,25 / 77 213 620 0,50

77 214 690

SET PL-B SEMI Ø 26.000 / 29.000 / 25.000 / St/B, With 2 oil holes.

50 003 117



-- G - S -- SB --; bare, With 7 drill holes Ø 6 mm to fit rocker gasket, Valve stem Ø 7 mm

50 003 418

CAM - V - G - S -- SB --; ready to install, Camshaft 038 109 101 E, With 7 drill holes Ø 6 mm to fit rocker gasket, Valve stem Ø 7 mm

39503



EX; 31.5 x 7 x 96.4 x RA/S -- 45° - VS - 22 - III



MK-7H

39502

IN; 36 x 7 x 96.6 x S -- 45° - 22 - III

25

79,5



BEU

11.2002 →

D A 4

1896 cm³

2V

43 kW

58 PS

£ 19,5:1

95,5

94 427 700



Cyl. Ø: 79.51; KH: 45.8; VT1: -1; MT: -17.75; MØ: 37.9; GL: 71.8; piston pin: 26x66; number of piston rings: 3
94 427 710 79,76 / 94 427 720 80,01 / 94 427 730 80,51

RTK, KBB
R 1,75 PC G6
M 2 CR G1
DSF 3 CR

→ 80 00008 1 0 ...
for cylinder 1-2, cylinder head gasket piston protrusion:

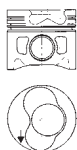
notches	thickness	more than	less than
1		+0,91	+1,00
2		+1,01	+1,10
3		+1,11	+1,20

cont...

V



94 428 700



Cyl. Ø: 79.51; KH: 45.8; VT1: -1; MT: -17.75; MØ: 37.9; GL: 71.8; piston pin: 26x66; number of piston rings: 3
94 428 710 79,76 / 94 428 720 80,01 / 94 428 730 80,51

RTK, KBB
R 1,75 PC G6
M 2 CR G1
DSF 3 CR

→ 80 00008 1 0 ...
for cylinder 3-4, cylinder head gasket piston protrusion:

notches	thickness	more than	less than
1		+0,91	+1,00
2		+1,01	+1,10
3		+1,11	+1,20



80 00008 1 0 000

Cyl. Ø: 79.5; Set: 1; [R G6 CR 1.75] [M G1 IFU CR 2] [DSF CR 3]
80 00008 1 0 025 79,75 / 80 00008 1 0 050 80,00 / 80 00008 1 0 100 80,50

80 00516 4 0 000

Cyl. Ø: 79.51; Set: 4; [R G6 PC 1.75] [M G1 IFU CR 2] [DSF CR 3]
80 00516 4 0 050 80,00



94 427 970

Piston: 94427700; Cylinder liner: 89434190

94 428 970

Piston: 94428700; Cylinder liner: 89434190



89 434 190

T - Dry cylinder liner; semi; A=82.5 C=85.5 L=152 H=4.7



78 635 600

PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A
78 635 620 0,20

77 152 600

SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A
77 152 610 0,25 / 77 152 620 0,50 / 77 152 630 0,75, 180° oil groove

77 213 600

SET PL STD Ø 47.778 / 50.600 / 20.000 / 1.406 St/B/G1
77 213 610 0,25 / 77 213 620 0,50

77 214 690

SET PL-B SEMI Ø 26.000 / 29.000 / 25.000 / St/B, With 2 oil holes.



50 003 117

-- G - S -- SB --; bare, With 7 drill holes Ø 6 mm to fit rocker gasket, Valve stem Ø 7 mm

50 003 417

CAM - V - G - S -- SB --; ready to install, camshaft 038 109 101 K, With 7 drill holes Ø 6 mm to fit rocker gasket, Valve stem Ø 7 mm



39487

EX; 31.5 x 7 x 96.9 x RA/S -- 45° - VS - 22 - III
OES specification



MK-7H

39486

IN; 36 x 7 x 96.9 x S -- 45° - 22 - III



81-33103

IN/EX; 12.08/15 x 7 x 36.5 B1

81-33104

IN/EX; 12.25/15 x 7 x 36.5 B1



7.02183.01.0

Pressure transducer (EGR); electric-pneumatic

7.02184.01.0

Pressure transformer (turbo charger); electric-pneumatic

26

79,5



BJC

11.2003 →

D

LA

4

1896 cm³

2V

50 kW

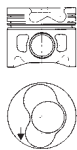
68 PS

€ 19,5:1

95,5



94 427 700



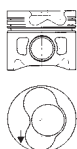
Cyl. Ø: 79.51; KH: 45.8; VT1: -1; MT: -17.75; MØ: 37.9; GL: 71.8; piston pin: 26x66; number of piston rings: 3
94 427 710 79,76 / 94 427 720 80,01 / 94 427 730 80,51

RTK, KBB
R 1,75 PC G6
M 2 CR G1
DSF 3 CR

→ 80 00008 1 0 ...
for cylinder 1-2, cylinder head gasket piston protrusion:

notches	thickness	more than	less than
1		+0,91	+1,00
2		+1,01	+1,10
3		+1,11	+1,20

94 428 700



Cyl. Ø: 79.51; KH: 45.8; VT1: -1; MT: -17.75; MØ: 37.9; GL: 71.8; piston pin: 26x66; number of piston rings: 3
94 428 710 79,76 / 94 428 720 80,01 / 94 428 730 80,51

RTK, KBB
R 1,75 PC G6
M 2 CR G1
DSF 3 CR

→ 80 00008 1 0 ...
for cylinder 3-4, cylinder head gasket piston protrusion:

notches	thickness	more than	less than
1		+0,91	+1,00
2		+1,01	+1,10
3		+1,11	+1,20



80 00008 1 0 000

Cyl. Ø: 79.5; Set: 1; [R G6 CR 1.75] [M G1 IFU CR 2] [DSF CR 3]
80 00008 1 0 025 79,75 / 80 00008 1 0 050 80,00 / 80 00008 1 0 100 80,50



94 427 970

Piston: 94427700; Cylinder liner: 89434190

94 428 970

Piston: 94428700; Cylinder liner: 89434190

cont...

V



TRW
EngineComponents

PIERBURG

VOLKSWAGEN

	89 434 190	T - Dry cylinder liner; semi; A=82.5 C=85.5 L=152 H=4.7	
	78 635 600	PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A	
		78 635 620 0,20	
	77 152 600	SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A	
		77 152 610 0,25 / 77 152 620 0,50 / 77 152 630 0,75, 180° oil groove	
	77 213 600	SET PL STD Ø 47.778 / 50.600 / 20.000 / 1.406 St/B/G1	
		77 213 610 0,25 / 77 213 620 0,50	
	77 214 690	SET PL-B SEMI Ø 26.000 / 29.000 / 25.000 / St/B, With 2 oil holes.	
	39487	EX; 31.5 x 7 x 96.9 x RA/S - - 45° - VS - 22 - III	MK-7H
		OES specification	
	39486	IN; 36 x 7 x 96.9 x S - - 45° - 22 - III	81-33103 IN/EX; 12.08/15 x 7 x 36.5 B1
			81-33104 IN/EX; 12.25/15 x 7 x 36.5 B1

27		79,5									
	BLS	05.2007 →	D	LA	4	1896 cm ³	2V	77 kW	105 PS	ε 19:1	95,5

	40 421 600	Cyl. Ø: 79.51; KH: 45.8; VT1: -.7; MT: -17.34; MØ: 38; GL: 69.8; piston pin: 26x66; number of piston rings: 3
		RTK, TPL, KBB
		R 1,75 CK G6
		M 2 G3
		DSF 3 CR
		Replace with identical piston design only!, Please check clearance should be 0,05mm -0,06mm.
		Please use oil jet with OE Nr.028 103 157 A., for cylinder 1-2
	40 422 600	Cyl. Ø: 79.51; KH: 45.8; VT1: -.7; MT: -17.34; MØ: 38; GL: 69.8; piston pin: 26x66; number of piston rings: 3
		RTK, TPL, KBB
		R 1,75 CK G6
		M 2 G3
		DSF 3 CR
		Replace with identical piston design only!, Please check clearance should be 0,05mm -0,06mm.
		Please use oil jet with OE Nr.028 103 157 A., for cylinder 3-4

	78 635 600	PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A
		78 635 620 0,20
	77 553 600	SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A
		77 553 610 0,25 / 77 553 620 0,50
	77 554 600	SET PL STD Ø 47.778 / 50.600 / 20.000 / 1.404 St/B/S; PL STD Ø 47.778 / 50.600 / 20.000 / 1.404 St/B/G
		77 554 610 0,25 / 77 554 620 0,50, The upper shell is marked with 'SPUTTER', without locating lugs

	50 003 131	-- G - S - - SB - - -; bare
	50 003 431	CAM - V - G - S - - SB - - -; ready to install
	331124	EX; 31.5 x 7 x 89 x RA/S - - 45° - VS - 22 - III
		MK-7H
	331123	IN; 36 x 7 x 89.5 x S - - 45° - 22 - III
		81-33103 IN/EX; 12.08/15 x 7 x 36.5 B1
		81-33104 IN/EX; 12.25/15 x 7 x 36.5 B1

	50 005 556	
--	-------------------	--

28		79,5								
	BXT	05.2006 →	D	A	4	1896 cm ³	2V	30 kW	41 PS	95,5

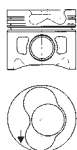
	94 427 700	Cyl. Ø: 79.51; KH: 45.8; VT1: -1; MT: -17.75; MØ: 37.9; GL: 71.8; piston pin: 26x66; number of piston rings: 3
		94 427 710 79,76 / 94 427 720 80,01 / 94 427 730 80,51
		RTK, KBB
		R 1,75 PC G6
		M 2 CR G1
		DSF 3 CR
		→ 80 00008 1 0 ...
		for cylinder 1-2, cylinder head gasket piston protrusion:
		notches thickness more than less than
		1 +0,91 +1,00
		2 +1,01 +1,10
		3 +1,11 +1,20

V

cont...



94 428 700



Cyl. Ø: 79.51; KH: 45.8; VT1: -1; MT: -17.75; MØ: 37.9; GL: 71.8; piston pin: 26x66; number of piston rings: 3

94 428 710 79,76 / **94 428 720** 80,01 / **94 428 730** 80,51

RTK, KBB

R 1,75 PC G6

M 2 CR G1

DSF 3 CR

→ **80 00008 1 0** ...

for cylinder 3-4, cylinder head gasket piston protrusion:

notches thickness more than less than

1	+0,91	+1,00
2	+1,01	+1,10
3	+1,11	+1,20



80 00008 1 0 000

Cyl. Ø: 79.5; Set: 1; [R G6 CR 1.75] [M G1 IFU CR 2] [DSF CR 3]

80 00008 1 0 025 79,75 / **80 00008 1 0 050** 80,00 / **80 00008 1 0 100** 80,50



94 427 970

Piston: 94427700; Cylinder liner: 89434190

94 428 970

Piston: 94428700; Cylinder liner: 89434190



89 434 190

T - Dry cylinder liner; semi; A=82.5 C=85.5 L=152 H=4.7



78 635 600

PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A

78 635 620 0,20

77 152 600

SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A

77 152 610 0,25 / **77 152 620** 0,50 / **77 152 630** 0,75, 180° oil groove

77 213 600

SET PL STD Ø 47.778 / 50.600 / 20.000 / 1.406 St/B/G1

77 213 610 0,25 / **77 213 620** 0,50

77 214 690

SET PL-B SEMI Ø 26.000 / 29.000 / 25.000 / St/B, With 2 oil holes.



39503

EX; 31.5 x 7 x 96.4 x RA/S - - 45° - VS - 22 - III



MK-7H

39502

IN; 36 x 7 x 96.6 x S - - 45° - 22 - III



81-33103

IN/EX; 12.08/15 x 7 x 36.5 B1

81-33104

IN/EX; 12.25/15 x 7 x 36.5 B1

29



79,5



CDXA

10.2007 →

D AN 4

1896 cm³

2V 29 kW

40 PS

€23:1

95,5

CDXB

10.2007 →

D AN 4

1896 cm³

2V 29 kW

40 PS

€23:1

95,5



40 092 700

Cyl. Ø: 79.51; KH: 39.8; MT: -17.75; MØ: 38; GL: 60.8; piston pin: 24x59; number of piston rings: 3

40 092 720 80,01



RTK

R 1,75 CR G6

M 2 CR G1

DSF 3 CR

→ **80 00008 1 0** ...

cylinder head gasket piston protrusion:

notches thickness more than less than

1	+0,91	+1,00
2	+1,01	+1,10
3	+1,11	+1,20, for cylinder 1-2

40 093 700

Cyl. Ø: 79.51; KH: 39.8; MT: -17.75; MØ: 38; GL: 60.8; piston pin: 24x59; number of piston rings: 3

40 093 720 80,01



RTK

R 1,75 CR G6

M 2 CR G1

DSF 3 CR

→ **80 00008 1 0** ...

cylinder head gasket piston protrusion:

notches thickness more than less than

1	+0,91	+1,00
2	+1,01	+1,10
3	+1,11	+1,20, for cylinder 3-4



80 00008 1 0 000

Cyl. Ø: 79.5; Set: 1; [R G6 CR 1.75] [M G1 IFU CR 2] [DSF CR 3]

80 00008 1 0 025 79,75 / **80 00008 1 0 050** 80,00 / **80 00008 1 0 100** 80,50



40 092 970

Piston: 40092700; Cylinder liner: 89434190

40 093 970

Piston: 40093700; Cylinder liner: 89434190



89 434 190

T - Dry cylinder liner; semi; A=82.5 C=85.5 L=152 H=4.7



39503

EX; 31.5 x 7 x 96.4 x RA/S - - 45° - VS - 22 - III



MK-7H

39502

IN; 36 x 7 x 96.6 x S - - 45° - 22 - III



TRW
EngineComponents

PIERBURG

VOLKSWAGEN

30 **81**

	262	06.1983 → 03.1994	B	4	1781 cm ³	2V	50 kW	67 PS		86,4	
	93 876 600	Cyl. Ø: 81.01; KH: 32.2; BÜ: 1.3; MT: -8.1; MØ: 56.9; GL: 62.5; piston pin: 20x57; number of piston rings: 3 93 876 610 81,26 / 93 876 620 81,51									
		SRK R 1,5 CR G6 NM 1,75 DSF 3 CR → 80 00010 1 1 ... , 80 00010 1 2 ... , 80 00010 1 3 ... , 80 00010 4 2 ... , 80 00010 4 3 ... exchangeable only in sets									
	80 00010 1 1 000	Cyl. Ø: 81; Set: 1; [M G6 MO 1.5] [NM 1.75] [DSF CR 3] 80 00010 1 1 025 81,25 / 80 00010 1 1 050 81,50 / 80 00010 1 1 100 82,00									
	80 00010 1 2 000	Cyl. Ø: 81; Set: 1; [R G6 IW CR 1.5] [NM 1.75] [DSF CR 3] 80 00010 1 2 025 81,25 / 80 00010 1 2 050 81,50									
	80 00010 1 3 000	Cyl. Ø: 81; Set: 1; [R G6 IW CR 1.5] [NM 1.75] [SLF CR 3]									
	80 00010 4 2 000	Cyl. Ø: 81; Set: 4; [R G6 IW CR 1.5] [NM 1.75] [DSF CR 3] 80 00010 4 2 025 81,25 / 80 00010 4 2 050 81,50									
	80 00010 4 3 000	Cyl. Ø: 81; Set: 4; [R G6 IW CR 1.5] [NM 1.75] [SLF CR 3] 80 00010 4 3 025 81,25 / 80 00010 4 3 050 81,50									

31 **81**

	ADF	04.1994 →	G	4	1781 cm ³	2V	55 kW	75 PS		£9:1		86,4
	93 876 600	Cyl. Ø: 81.01; KH: 32.2; BÜ: 1.3; MT: -8.1; MØ: 56.9; GL: 62.5; piston pin: 20x57; number of piston rings: 3 93 876 610 81,26 / 93 876 620 81,51										
		SRK R 1,5 CR G6 NM 1,75 DSF 3 CR → 80 00010 1 1 ... , 80 00010 1 2 ... , 80 00010 1 3 ... , 80 00010 4 2 ... , 80 00010 4 3 ... exchangeable only in sets										
	80 00010 1 1 000	Cyl. Ø: 81; Set: 1; [M G6 MO 1.5] [NM 1.75] [DSF CR 3] 80 00010 1 1 025 81,25 / 80 00010 1 1 050 81,50 / 80 00010 1 1 100 82,00										
	80 00010 1 2 000	Cyl. Ø: 81; Set: 1; [R G6 IW CR 1.5] [NM 1.75] [DSF CR 3] 80 00010 1 2 025 81,25 / 80 00010 1 2 050 81,50										
	80 00010 1 3 000	Cyl. Ø: 81; Set: 1; [R G6 IW CR 1.5] [NM 1.75] [SLF CR 3]										
	80 00010 4 2 000	Cyl. Ø: 81; Set: 4; [R G6 IW CR 1.5] [NM 1.75] [DSF CR 3] 80 00010 4 2 025 81,25 / 80 00010 4 2 050 81,50										
	80 00010 4 3 000	Cyl. Ø: 81; Set: 4; [R G6 IW CR 1.5] [NM 1.75] [SLF CR 3] 80 00010 4 3 025 81,25 / 80 00010 4 3 050 81,50										
	78 635 600	PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A 78 635 620 0,20										
	87 200 600	SET PL STD Ø 47.778 / 50.600 / 19.000 / 1.406 St/B/G 87 200 610 0,25 / 87 200 620 0,50 / 87 200 630 0,75 / 87 200 640 1,00										
	87 581 600	SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A 87 581 610 0,25 / 87 581 620 0,50 / 87 581 630 0,75, HL 4: 360° oil groove										
	87 582 691	SET PL-B SEMI Ø 20.000 / 23.000 / 25.000 / St/B, With 360° oil groove.										

32 **81**

	ANF	02.2002 →	D	AN	5	2461 cm ³	2V	55 kW	75 PS		£ 19,5:1		95,5
	ANG	02.2002 →	D	A	5	2461 cm ³	2V	88 kW	120 PS		£ 19,5:1		95,5
	ANH	02.2002 →	D	A	5	2461 cm ³	2V	111 kW	150 PS		£ 19,5:1		95,5
	BCT	02.2002 →	D	AN	5	2461 cm ³	2V	40 kW	55 PS		£ 19,5:1		95,5
	BCU	02.2002 →	D	A	5	2461 cm ³	2V	74 kW	101 PS		£ 19,5:1		95,5
	BCV	02.2002 →	D	LA	5	2461 cm ³	2V	108 kW	147 PS		£ 19,5:1		95,5
	99 742 700	Cyl. Ø: 81.01; KH: 45.75; VT1: -1.35; MT: -17.2; MØ: 39.6; GL: 69.75; piston pin: 26x68; number of piston rings: 3 99 742 720 81,51											
		RTK, KBB R 2,5 MO G6 M 2 G3 DSF 3 CR → 80 00011 5 0 ... for cylinder 1-2											

cont...



99 743 700



Cyl. Ø: 81.01; KH: 45.75; VT1: -1.35; MT: -17.2; MØ: 39.6; GL: 69.75; piston pin: 26x68; number of piston rings: 3
99 743 720 81,51

RTK, KBB
R 2,5 MO G6
M 2 G3
DSF 3 CR

→ **80 00011 5 0 ...**

for cylinder 3-5, cylinder head gasketpiston protrusion:

notches thickness more than less than

1	1,53	+0,8	+0,9
2	1,57	+0,9	+1,0
3	1,61	+1,0	+1,1



80 00011 1 0 000

Cyl. Ø: 81.01; Set: 1; [R G6 IW MO 2.5] [M G3 IFU 2] [DSF CR 3]

80 00011 5 0 000

Cyl. Ø: 81.01; Set: 5; [R G6 IW MO 2.5] [M G3 IFU 2] [DSF CR 3]

80 00011 5 0 050 81,50



89 586 190

T - Dry cylinder liner; semi; A=84 C=87 L=180 H=4.7



78 639 600

PAIR AS STD Ø 63.750 / 76.950 // 1.975 St/A

77 209 602

SET HL STD Ø 57.978 / 63.000 / 18.500 / 2.502 St/A

77 209 612 0,25 / 77 209 622 0,50

77 291 690

SET PL-B SEMI Ø 26.000 / 29.000 / 25.000 / St/B

77 292 600

SET PL STD Ø 47.778 / 50.600 / 20.000 / 1.406 St/B/S; PL STD Ø 47.778 / 50.600 / 20.000 / 1.406 St/B/G1

77 292 610 0,25 / 77 292 620 0,50, The upper shell is marked with 'SPUTTER'.



33380

EX; 31.5 x 8 x 96.9 x RA/S - - 45° - VS - 22 - III

OES specification



MK-8H

39423

IN; 36 x 8 x 96.9 x RA/S - - 45° - VS - 22 - III

OES specification



50 006 283

CAM

33



81

BBR

01.2003 →

D LA 5

2461 cm³

2V 80 kW

109 PS

ε 19,5:1

95,5



78 639 600

PAIR AS STD Ø 63.750 / 76.950 // 1.975 St/A

77 209 602

SET HL STD Ø 57.978 / 63.000 / 18.500 / 2.502 St/A

77 209 612 0,25 / 77 209 622 0,50

77 291 690

SET PL-B SEMI Ø 26.000 / 29.000 / 25.000 / St/B

77 292 600

SET PL STD Ø 47.778 / 50.600 / 20.000 / 1.406 St/B/S; PL STD Ø 47.778 / 50.600 / 20.000 / 1.406 St/B/G1

77 292 610 0,25 / 77 292 620 0,50, The upper shell is marked with 'SPUTTER'.



33380

EX; 31.5 x 8 x 96.9 x RA/S - - 45° - VS - 22 - III

OES specification



MK-8H

39423

IN; 36 x 8 x 96.9 x RA/S - - 45° - VS - 22 - III

OES specification



50 006 283

CAM



7.02183.01.0

Pressure transducer (EGR); electric-pneumatic

7.02184.01.0

Pressure transformer (turbo charger); electric-pneumatic

34



81

BTW

04.2005 →

D LA 5

2460 cm³

2V 121 kW

165 PS

ε 18:1

95,5



99 742 700



Cyl. Ø: 81.01; KH: 45.75; VT1: -1.35; MT: -17.2; MØ: 39.6; GL: 69.75; piston pin: 26x68; number of piston rings: 3
99 742 720 81,51

RTK, KBB
R 2,5 MO G6
M 2 G3
DSF 3 CR

→ **80 00011 5 0 ...**

for cylinder 1-2

cont...

V



99 743 700



Cyl. Ø: 81.01; KH: 45.75; VT1: -1.35; MT: -17.2; MØ: 39.6; GL: 69.75; piston pin: 26x68; number of piston rings: 3
99 743 720 81,51

RTK, KBB
R 2,5 MO G6
M 2 G3
DSF 3 CR

→ **80 00011 5 0 ...**

for cylinder 3-5, cylinder head gasketpiston protrusion:

notches thickness more than less than

1	1,53	+0,8	+0,9
2	1,57	+0,9	+1,0
3	1,61	+1,0	+1,1



80 00011 1 0 000

Cyl. Ø: 81.01; Set: 1; [R G6 IW MO 2.5] [M G3 IFU 2] [DSF CR 3]

80 00011 5 0 000

Cyl. Ø: 81.01; Set: 5; [R G6 IW MO 2.5] [M G3 IFU 2] [DSF CR 3]

80 00011 5 0 050 81,50



89 586 190

T - Dry cylinder liner; semi; A=84 C=87 L=180 H=4.7



78 639 600

PAIR AS STD Ø 63.750 / 76.950 // 1.975 St/A

77 209 602

SET HL STD Ø 57.978 / 63.000 / 18.500 / 2.502 St/A

77 209 612 0,25 / 77 209 622 0,50

77 291 690

SET PL-B SEMI Ø 26.000 / 29.000 / 25.000 / St/B

77 292 600

SET PL STD Ø 47.778 / 50.600 / 20.000 / 1.406 St/B/S; PL STD Ø 47.778 / 50.600 / 20.000 / 1.406 St/B/G1

77 292 610 0,25 / 77 292 620 0,50, The upper shell is marked with 'SPUTTER'.



33380

EX; 31.5 x 8 x 96.9 x RA/S - - 45° - VS - 22 - III

OES specification



MK-8H

39423

IN; 36 x 8 x 96.9 x RA/S - - 45° - VS - 22 - III

OES specification



50 006 283

CAM



50 006 417

35



81



CBHA

05.2007 →

D LA 4

1968 cm³

2V 47 kW

64 PS

£ 18:1

95,5

CBJA

05.2007 →

D LA 4

1968 cm³

2V 55 kW

75 PS

95,5

CBJB

05.2007 →

D LA 4

1968 cm³

2V 55 kW

75 PS

95,5



78 635 600

PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A

78 635 620 0,20

77 553 600

SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A

77 553 610 0,25 / 77 553 620 0,50

77 555 600

SET PL STD Ø 50.878 / 53.700 / 20.400 / 1.404 St/B/G; PL STD Ø 50.878 / 53.700 / 20.400 / 1.404 St/B/S

77 555 610 0,25 / 77 555 620 0,50, The upper shell is marked with 'SPUTTER', without locating lugs



331124

EX; 31.5 x 7 x 89 x RA/S - - 45° - VS - 22 - III



MK-7H

331123

IN; 36 x 7 x 89.5 x S - - 45° - 22 - III



7.02183.01.0

Pressure transducer (EGR); electric-pneumatic

7.00868.02.0

Pressure transformer (turbo charger); electric-pneumatic

7.02184.01.0

Pressure transformer (turbo charger); electric-pneumatic

36



81



CBKA

05.2007 →

D LA 4

1968 cm³

2V 74 kW

100 PS

£ 18,4:1

95,5



78 635 600

PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A

78 635 620 0,20

77 553 600

SET HL STD Ø 53.978 / 59.000 / 18.500 / 2.502 St/A

77 553 610 0,25 / 77 553 620 0,50

77 555 600

SET PL STD Ø 50.878 / 53.700 / 20.400 / 1.404 St/B/G; PL STD Ø 50.878 / 53.700 / 20.400 / 1.404 St/B/S

77 555 610 0,25 / 77 555 620 0,50, The upper shell is marked with 'SPUTTER', without locating lugs



331124

EX; 31.5 x 7 x 89 x RA/S - - 45° - VS - 22 - III



MK-7H

331123

IN; 36 x 7 x 89.5 x S - - 45° - 22 - III



7.00907.03.0

EGR Valve; electric



7.00868.02.0



Pressure transformer (turbo charger); electric-pneumatic






V



37		82,5									
	BEF	04.2002 →	G	4	1984 cm ³	2V	43 kW	58 PS		92,8	
	99 870 600	Cyl. Ø: 82.51; KH: 29.3; BÜ: .7; MT: -5.8; GL: 51; piston pin: 20x52; number of piston rings: 3									
	99 870 620	83,01									
	M	1,2	NT	ST							
	M	1,5									
	DSF	2	CR	G6							
	→ 80 00012 1 0 ... , 80 00012 2 0 ...										
	80 00012 1 0 000	Cyl. Ø: 82.5; Set: 1; [M ST NT 1.2] [M IW 1.5] [DSF G6 CR 2]									
	80 00012 1 0 025 82,75 / 80 00012 1 0 050 83,00 / 80 00012 1 0 100 83,50										
	80 00012 2 0 000	Cyl. Ø: 82.5; Set: 2; [M ST NT 1.2] [M IW 1.5] [DSF G6 CR 2]									
	78 635 600	PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A									
	78 635 620 0,20										
	77 537 600	SET HL STD Ø 53.983 / 59.000 / 18.500 / 2.508 St/A									
	77 537 610 0,25 / 77 537 620 0,50, 180° oil groove										
	87 200 600	SET PL STD Ø 47.778 / 50.600 / 19.000 / 1.406 St/B/G									
	87 200 610 0,25 / 87 200 620 0,50 / 87 200 630 0,75 / 87 200 640 1,00										
	87 582 691	SET PL-B SEMI Ø 20.000 / 23.000 / 25.000 / St/B, With 360° oil groove.									
	33416	EX; 33 x 7 x 91.2 x A/S - - 45° - VS - 22 - III					MK-7H				
	33403	IN; 39.5 x 7 x 91.9 x S - - 45° - 22 - III					81-33103	IN/EX; 12.08/15 x 7 x 36.5 B1			
						81-33104	IN/EX; 12.25/15 x 7 x 36.5 B1				
38		82,5									
	CBSA	08.2006 →	G	4	1984 cm ³	2V	37 kW	50 PS		92,8	
	78 635 600	PAIR AS STD Ø 59.750 / 72.950 // 1.975 St/A									
	78 635 620 0,20										
	77 537 600	SET HL STD Ø 53.983 / 59.000 / 18.500 / 2.508 St/A									
	77 537 610 0,25 / 77 537 620 0,50, 180° oil groove										
	77 581 600	SET PL STD Ø 47.778 / 50.600 / 18.500 / 1.406 St/A; PL STD Ø 47.778 / 50.600 / 18.500 / 1.406 St/B/G									
	77 581 610 0,25 / 77 581 620 0,50, without locating lugs										
	87 582 691	SET PL-B SEMI Ø 20.000 / 23.000 / 25.000 / St/B, With 360° oil groove.									
	33416	EX; 33 x 7 x 91.2 x A/S - - 45° - VS - 22 - III					MK-7H				
	33403	IN; 39.5 x 7 x 91.9 x S - - 45° - 22 - III					81-33103	IN/EX; 12.08/15 x 7 x 36.5 B1			
						81-33104	IN/EX; 12.25/15 x 7 x 36.5 B1				
39		83									
	124	08.1961 → 07.1974	B	4	1493 cm ³	2V	33 kW	45 PS		7,8:1	69
	80 00265 4 0 000	Cyl. Ø: 83; Set: 4; [M 2] [N 2] [DSF 4]									
	88 451 110	R - Air-cooled cylinder; finished; A=90 C=93.8 L=136.7 H=112.55, with 19 fins									
40		83									
	126	08.1963 → 07.1991	B	4	1493 cm ³	2V	31 kW	42 PS		7,8:1	69
	80 00265 4 0 000	Cyl. Ø: 83; Set: 4; [M 2] [N 2] [DSF 4]									
41		83									
	BSP	02.2006 →	D LA	6	2967 cm ³	4V	165 kW	224 PS		17:1	91,4
	CEZA	12.2007 →	D LA	6	2967 cm ³	4V	195 kW	265 PS		91,4	
	331134	EX; 26.7 x 6 x 99.3 x A/S - - 45° - VS - 22 - III					MK-6H				
	331133	IN; 28.6 x 6 x 99.3 x S - - 45° - 22 - III									
42		84									
	BMF	05.2004 →	G	6	3189 cm ³	2V	54 kW	73 PS		95,9	
	77 821 600	SET HL STD Ø 59.978 / 65.000 / 17.000 / 2.501 St/A									
	77 821 610 0,25 / 77 821 620 0,50										
	77 822 600	SET PL STD Ø 53.978 / 56.800 / 17.000 / 1.404 St/A									
	77 822 610 0,25 / 77 822 620 0,50										



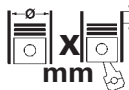

43		85,5	08.1963 → 07.1991	B	4	1584 cm³	2V	31 kW	42 PS	£7,5:1	 69
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	93 293 601	Cyl. Ø: 85.51; KH: 39.4; MT: -3; GL: 82.4; piston pin: 22x72; number of piston rings: 3 93 293 611 86,01 SRK SM 1,75 G1 N 2 DSF 5 → 80 00266 4 0 ... , 80 00266 4 1 ... 93 293 601 can also be mounted instead of 91 497 701 in older engines until 1978, using cylinder liner 88 451 110 (= assembly 93 293 961).
	80 00266 4 0 000	Cyl. Ø: 85.5; Set: 4; [SM G1 1.75] [N 2] [DSF 5] 80 00266 4 0 150 87,00
	80 00266 4 1 000	Cyl. Ø: 85.5; Set: 4; [SM G1 1.75] [N 2] [SLF CR 5] 80 00266 4 1 050 86,00
	93 293 960	Piston: 93293601; Cylinder liner: 89082110
	93 293 961	Piston: 93293601; Cylinder liner: 88451110
	88 451 110	R - Air-cooled cylinder; finished; A=90 C=93.8 L=136.7 H=112.55, with 19 fins
	89 082 110	R - Air-cooled cylinder; finished; A=90 C=93.8 L=136.7 H=112.55, with 20 fins
	87 362 690	SET PL-B SEMI Ø 22.000 / 23.970 / 23.400 / St/B
	87 732 700	SET HL STD Ø 54.990 / 65.500 / 22.000 / 5.285 St/B/G; HL STD Ø 54.990 / 65.500 / 22.000 / 5.240 A; HL STD Ø 40.000 / 50.500 / 15.000 / 5.233 A; PASS-L STD Ø 54.990 / 65.500 / 26.930 / 5.237 A 87 732 710 0,25
	87 978 630	SET HL 0,75 Ø 54.240 / 65.000 / 22.000 / 5.410 St/B/G; HL 0,75 Ø 54.240 / 65.000 / 22.000 / 5.365 A; HL 0,75 Ø 39.250 / 50.000 / 15.000 / 5.358 A; PASS-L 0,75 Ø 54.240 / 65.000 / 26.930 / 5.362 A 87 978 640 1,00
	87978600	SET HL STD Ø 54.990 / 65.000 / 22.000 / 4.990 A; HL STD Ø 40.000 / 50.000 / 15.000 / 4.983 A; HL STD Ø 54.990 / 65.000 / 22.000 / 5.035 St/B/G; PASS-L STD Ø 54.990 / 65.000 / 26.930 / 4.987 A
	87978610	SET HL 0,25 Ø 39.750 / 50.000 / 15.000 / 5.108 A; HL 0,25 Ø 54.740 / 65.000 / 22.000 / 5.115 A; HL 0,25 Ø 54.740 / 65.000 / 22.000 / 5.160 St/B/G; PASS-L 0,25 Ø 54.740 / 65.000 / 26.930 / 5.112 A
	87978620	SET HL 0,50 Ø 39.500 / 50.000 / 15.000 / 5.233 A; HL 0,50 Ø 54.490 / 65.000 / 22.000 / 5.240 A; HL 0,50 Ø 54.490 / 65.000 / 22.000 / 5.285 St/B/G; PASS-L 0,50 Ø 54.490 / 65.000 / 26.930 / 5.237 A
	87 978 700	SET HL STD Ø 54.990 / 65.500 / 22.000 / 5.285 St/B/G; HL STD Ø 54.990 / 65.500 / 22.000 / 5.240 A; HL STD Ø 40.000 / 50.500 / 15.000 / 5.233 A; PASS-L STD Ø 54.990 / 65.500 / 26.930 / 5.237 A 87 978 710 0,25 / 87 978 730 0,75
	87978720	SET HL 0,50 Ø 54.490 / 65.500 / 22.000 / 5.535 St/B/G; HL 0,50 Ø 54.490 / 65.500 / 22.000 / 5.490 A; HL 0,50 Ø 39.500 / 50.500 / 15.000 / 5.483 A; PASS-L 0,50 Ø 54.490 / 65.500 / 26.930 / 5.487 A
	87 978 810	SET HL 0,25 Ø 54.740 / 66.000 / 22.000 / 5.660 St/B/G; HL 0,25 Ø 39.750 / 51.000 / 15.000 / 5.608 A; HL 0,25 Ø 54.740 / 66.000 / 22.000 / 5.615 A; PASS-L 0,25 Ø 54.740 / 66.000 / 26.930 / 5.612 A 87 978 830 0,75
	87978800	SET HL STD Ø 54.990 / 66.000 / 22.000 / 5.490 A; HL STD Ø 54.990 / 66.000 / 22.000 / 5.535 St/B/G; HL STD Ø 40.000 / 51.000 / 15.000 / 5.483 A; PASS-L STD Ø 54.990 / 66.000 / 26.930 / 5.487 A
	87978815	SET HL 0,25 Ø 54.740 / 66.500 / 22.000 / 5.865 A; HL 0,25 Ø 39.750 / 51.500 / 15.000 / 5.858 A; HL 0,25 Ø 54.740 / 66.500 / 22.000 / 5.910 St/B/G; PASS-L 0,25 Ø 54.740 / 66.500 / 26.930 / 5.862 A
	87978820	SET HL 0,50 Ø 54.490 / 66.000 / 22.000 / 5.740 A; HL 0,50 Ø 39.500 / 51.000 / 15.000 / 5.733 A; HL 0,50 Ø 54.490 / 66.000 / 22.000 / 5.785 St/B/G; PASS-L 0,50 Ø 54.490 / 66.000 / 26.930 / 5.737 A
	87 996 600	SET NW-L STD Ø 25.000 / 27.500 / 20.000 / 1.245 St/W; NW-L STD Ø 25.000 / 27.500 / 23.000 / 1.245 St/W; NW-L STD Ø 25.000 / 27.500 / 28.000 / 1.245 St/W; NW-L STD Ø 25.000 / 27.500 / 25.000 / 1.245 St/W 87 996 610 0,25
	87 998 600	SET PL STD Ø 54.990 / 57.800 / 17.600 / 1.397 St/B/G 87 998 610 0,25 / 87 998 620 0,50 / 87 998 630 0,75 / 87 998 640 1,00



TRW
EngineComponents












		Cyl.	 mm	cm ³		Comp. Ratio ϵ	kW	PS	Pos
AQAD 40	A, B	D (LA) 6	92 x 90		2	21:1	81-121	110-165	2
B 18	aufgebohrt	B 4	88,9		2				1
D 7 Euro 2	C 215, C 250, C 290, C 310	D (LA) 6	107 x 135	7280	2		158-228	215-310	20
D 7 Euro 2	C 275	D (LA) 6	107 x 135	7280	2	19,5:1	202	275	21
D 11	A-A	D (LA) 6	123 x 152	10800	4	16,5:1	493	670	42
D 11	A-B	D (LA) 6	123 x 152	10800	4	16,5:1	493	670	43
D 50	A	D (AN) 6	95,25 x 120	5100	2	17:1	74-79	100-107	4
D 70	B	D (AN) 6	104,775 x 130	6730	2	17:1	110	150	14
D 70	B/BB, CHC, CRC	D (AN) 6	104,775 x 130	6730	2	17:1	102-110	139-150	15
D 100	A	D (AN) 6	120,65 x 140	9600	2	17:1	110-147	150-200	24
D 100	BHC, BRC, HC	D (AN) 6	120,65 x 140	9600	2	17:1	122-147	166-200	25
D 120	A	D (AN) 6	130,175 x 150	12000	2	17:1	142	193	44
D 7	D EAE 2	D 6	108 x 130	7146	2				22
KAD 32	P	D (LA) 4	92 x 90	2400	2	17,8:1	125	170	3
KAMD 43	P-A	D (LA) 6	92 x 90	3590	2	17,5:1	169	230	3
MD 40	A	D (AN) 6	92 x 90	3598	2	21:1	53-63	72-85	2
MD 70	B	D (AN) 6	104,775 x 130	6730	2	17:1	81-107	110-145	14
MD 70	C	D (AN) 6	104,775 x 130	6730	2	17:1	73-106	99-145	15
MD 100	A	D (AN) 6	120,65 x 140	9600	2	17:1	98-134	133-182	26
TAD 121	CHC	D (AN) 6	130,175 x 150	12000	2	14,2:1	238	324	45
TAD 620 Euro 2	VE	D (LA) 6	98 x 126	5703	2	18,4:1	155	211	5
TAD 1030 Euro 1	GE	D (LA) 6	120 x 140	9600	2	17:1	222-258	302-351	23
TAD 1032	GE	D (LA) 6	120 x 140	9600	2	17:1	240-262	326-356	23
TAD 1230	G	D (LA) 6	130,175 x 150	12130	2	16:1	294-349	400-475	46
TAD 1230	GE, P	D (LA) 6	130,175 x 150	12130	2	16:1	294-350	400-476	47
TAD 1231 Euro 1	GE	D (LA) 6	130,175 x 150	12130	2	16:1	260-304	354-413	47
TAD 1232 Euro 1	GE	D (LA) 6	130,175 x 150	12130	2	17,5:1	300-354	408-481	47
TAMD 40	A, B, C	D (LA) 6	92 x 90	3598	2	21:1	81-121	110-165	2
TAMD 42	W-JA	D (LA) 6	92 x 90	3598	2	17,5:1	169	230	3
TAMD 60	C	D (A) 6	98,43 x 120	5480	2	16:1	108-184	147-250	6
TAMD 61	A	D (LA) 6	98,43 x 120	5480	2	15:1	225	306	7
TAMD 63	L-A, P-A	D (LA) 6	98,43 x 120	5480	2	15:1	173-272	235-370	8
TAMD 70	A	D (LA) 6	104,775 x 130	6730	2	14,5:1	184-206	250-280	16
TAMD 70	B, C, D, E	D (LA) 6	104,775 x 130	6730	2		114-221	155-300	15
TAMD 71	A, B	D (LA) 6	104,775 x 130	6730	2	14:1	160-263	218-357	15
TAMD 71	D	D (LA) 6	104,775 x 130	6730	2	14:1	200	272	16
TAMD 72	A, P-A, WJ-A	D (LA) 6	104,775 x 130	6730	2	15,6:1	316-331	430-450	15
TAMD 73	P-A, WJ-A	D (LA) 6	104,775 x 130	6730	2	15,6:1	316-331	430-450	15
TAMD 102	A, D	D (LA) 6	120,65 x 140	9600	2	14,3:1	235-346	320-470	27
TAMD 103	A-A	D (LA) 6	120,65 x 140	9600	2	17:1	199-287	270-390	28
TAMD 120	A	D (LA) 6	130,175 x 150	12000	2	14,2:1	227-265	308-360	48
TAMD 120	B	D (LA) 6	130,175 x 150	12000	2	14,2:1	227-294	308-400	49
TAMD 120	D	D (LA) 6	130,175 x 150	12000	2	13,3:1	227-273	308-371	50
TAMD 121	C	D (LA) 6	130,175 x 150	12000	2	14,2:1	300	408	51
TAMD 121	D	D (A) 6	130,175 x 150	12000	2	14,2:1	217-310	295-420	51
TAMD 122	A	D (LA) 6	130,175 x 150	12000	2	14,2:1	135-294	183-400	52
TAMD 122	AF	D (LA) 6	130,175 x 150	12000	2	14,2:1	135-294	183-400	53
TAMD 122	C, P-A, P-B, P-C	D (LA) 6	130,175 x 150	12000	2	14,2:1	127-449	173-610	54
TAMD 122	D	D (LA) 6	130,175 x 150	12000	2	14,2:1	318-340	432-462	55
TAMD 122	P	D (LA) 6	130,175 x 150	12000	2	15,1:1	426-450	580-612	56
TAMD 162	A, AG, B, C	D (LA) 6	144 x 165	16120	2	15:1	217-450	295-612	68
TD 40	A	D (A) 6	92 x 90	3598	2	21:1	80-88	109-120	2
TD 60	BG	D (A) 6	98,43 x 120	5480	2	16:1	70-97	95-132	9
TD 60	D	D (A) 6	98,43 x 120	5480	2	16:1	113-125	154-170	10
TD 60	DG	D (A) 6	98,43 x 120	5480	2	17:1	86-113	117-154	6
TD 61	A, ACE, AG, AGP, AP, APB, AW	D (LA) 6	98,43 x 120	5480	2		103-150	140-204	11
TD 61	R	D (LA) 6	98,43 x 120	5480	2	15:1	103-150	140-204	12
TD 70	A	D (A) 6	104,775 x 130	6730	2	15,5:1	128-136	175-185	17
TD 70	G	D (A) 6	104,775 x 130	6730	2	14,5:1	138-156	188-212	18
TD 70	GG	D (LA) 6	104,775 x 130	6730	2	14,5:1	100-140	136-190	19
TD 71	GE	D (A) 6	104,775 x 130	6730	2	15,5:1			18
TD 100	A	D (A) 6	120,65 x 140	9600	2	15:1	154-188	210-256	29
TD 100	AG	D (A) 6	120,65 x 140	9600	2	15:1	137-182	186-247	30
TD 100	AHC, ARC	D (A) 6	120,65 x 140	9600	2	15/17:1	169-191	230-260	31
TD 100	CHC	D (A) 6	120,65 x 140	9600	2	14,3:1	200	272	32
TD 100	G	D (A) 6	120,65 x 140	9600	2	14,3:1	180-203	245-276	33
TD 100	GG	D (A) 6	120,65 x 140	9600	2	14,3:1	151-198	205-269	34
TD 100	HC	D (A) 6	120,65 x 140	9600	2	15/17:1	169-191	230-260	35

V



TRW
EngineComponents










												
		Cyl.		mm	cm ³		Comp. Ratio	ε	kW	PS	Pos	
TD 101	GE	D (LA)	6	120,65 x 140	9600	2	14,3:1		200	272	36	
TD 103 Euro 2	KAE	D (LA)	6	120,65 x 140	9600	2	18:1		190	258	37	
TD 104 Euro 2	KAE	D (LA)	6	120,65 x 140	9600	2	18:1		190	258	38	
TD 120	A	D (A)	6	130,175 x 150	12000	2	15:1		215-243	292-330	57	
TD 120	F	D (LA)	6	130,175 x 150	12000	2	14,2:1		265	360	58	
TD 120	G	D (A)	6	130,175 x 150	12000	2	13,3:1		225-256	306-348	59	
TD 120	GG	D (A)	6	130,175 x 150	12000	2	15:1		178-223	242-303	60	
TD 121	G	D (A)	6	130,175 x 150	12000	2	14,2:1		215-256	292-348	61	
TD 121	GG	D (LA)	6	130,175 x 150	12000	2	14,2:1		243-283	330-385	62	
TD 1210	G	D (LA)	6	130,175 x 150	12000	2			230	313	46	
TD 123	F	D (A)	6	130,175 x 150	12000	2	17,8:1				63	
TD 420 Euro 1	VE	D (LA)	4	101 x 126	4040	2	19		75	102	13	
TD 610	G	D (LA)	6	98,43 x 120	5480	2	15:1		103-150	140-204	10	
TID 70	GG	D (A)	6	104,775 x 130	6730	2	14,5:1		116-154	158-209	19	
TID 120	FG	D (LA)	6	130,175 x 150	12000	2	13,3:1		217-264	295-359	45	
TID 121	B	D (LA)	6	130,175 x 150	12000	2	13,3:1		217-305	295-415	64	
TID 162	AG, AP	D (LA)	6	144 x 165	16120	2			217-405	295-551	68	
TMD 40	A, B, C	D (A)	6	92 x 90	3598	2	21:1		67-100	91-136	2	
TMD 70	B, C	D (A)	6	104,775 x 130	6730	2	16:1		110-152	150-207	15	
TMD 100	A, D	D (A)	6	120,65 x 140	9600	2			143-194	195-264	39	
TMD 102	A, C	D (LA)	6	120,65 x 140	9600	2	14,3:1		104-200	141-272	40	
TMD 120	B	D (A)	6	130,175 x 150	12000	2	15:1		211-240	287-326	65	
TMD 121	C	D (LA)	6	130,175 x 150	12000	2	14,2:1		164-243	223-330	66	
TMD 122	A	D (LA)	6	130,175 x 150	12000	2	14,2:1		221-235	300-320	52	
TWD 61	G	D (LA)	6	98,43 x 120	5480	2	15:1		103-150	140-204	12	
TWD 1030 Euro 1	ME	D (LA)	6	120,65 x 140	9600	2	18:1		235	320	41	
TWD 1210 Euro 1	G	D (LA)	6	130,175 x 150	12000	2	13,3:1		160-294	218-400	67	
TWD 1211	G	D (LA)	6	130,175 x 150	12000	2			260-325	354-442	46	
TWD 1231	VE	D (LA)	6	130,175 x 150	12000	2			310	422	46	




1  **88,9**
 **B 18** **aufgebohrt** B 4 2V


 **87 836 600** SET HL STD Ø 63.454 / 67.462 / 28.200 / 1.985 St/B/G; PASS-L STD Ø 63.454 / 67.463 / 38.913 / 1.985 St/B/G
87 836 610 0,25 / **87 836 620** 0,50



2  **92**
 **AQAD 40** **A, B**
MD 40 **A**
TAMD 40 **A, B, C**
TD 40 **A**
TMD 40 **A, B, C**

1980 → 06.1986 D LA 6 2V 81-121 kW 110-165 PS ξ 21:1  90
 1976 → 1985 D AN 6 3598 cm³ 2V 53-63 kW 72-85 PS ξ 21:1  90
 06.1979 → 06.1986 D LA 6 3598 cm³ 2V 81-121 kW 110-165 PS ξ 21:1  90
 10.1978 → 07.1983 D A 6 3598 cm³ 2V 80-88 kW 109-120 PS ξ 21:1  90
 1976 → 06.1986 D A 6 3598 cm³ 2V 67-100 kW 91-136 PS ξ 21:1  90

 **93 471 600** Cyl. Ø: 92.01; KH: 66.6; MT: -2.3; GL: 101.6; piston pin: 35x76; number of piston rings: 3
 KKK, RTK
 T15 2,5 MO G6
 M 2,5 MO
 DSF 4 CR




 **93 471 960** Piston: 93471600; Cylinder liner: 89162110


 **89 162 110** N - Wet cylinder liner; finished; A=105 C=114 L=180.8 H+F=9.2+0.6


3  **92**
 **KAD 32** **P**
KAMD 43 **P-A**
TAMD 42 **W-JA**

1997 → 2005 D LA 4 2400 cm³ 2V 125 kW 170 PS ξ 17,8:1  90
 1997 → 2005 D LA 6 3590 cm³ 2V 169 kW 230 PS ξ 17,5:1  90
 1995 → 2003 D LA 6 3598 cm³ 2V 169 kW 230 PS ξ 17,5:1  90


 **81-4719** EX; 13.5/ x 8 x 52 G1
81-4717 EX; 13.5/ x 8 x 59 G1
81-4716 IN; 13.5/ x 8 x 52 G1



4  **95,25**
 **D 50** **A**
 10.1965 → 07.1971 D AN 6 5100 cm³ 2V 74-79 kW 100-107 PS ξ 17:1  120

 **91 355 600** Cyl. Ø: 95.25; KH: 79.4; MT: -24.2; MØ: 50; GL: 124.4; piston pin: 40x77.3; number of piston rings: 4
 RTK
 R 2,39 CR G6
 M 3,16
 M 3,16
 DSF 4,75 CR
 → **80 00274 6 0 ...**

 **80 00274 6 0 000** Cyl. Ø: 95.25; Set: 12; [R G6 CR 2.39] [M 3.16] [DSF CR 4.75]

 **91 355 960** Piston: 91355600; Cylinder liner: 88470110

 **88 470 110** N - Wet cylinder liner; finished; A=108 C=117.1 L=234.5 H+F=11.61+0.73

 **78 878 800** PAIR AS STD Ø 85.100 / 104.650 / / 3.123 St/B
 **77 137 600** SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G
77 137 610 0,25 / **77 137 620** 0,50 / **77 137 630** 0,75 / **77 137 640** 1,00
77 138 600 SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G
77 138 610 0,25 / **77 138 620** 0,50
77 139 600 SET HL STD Ø 76.162 / 81.051 / 26.500 / 2.413 St/B/G
77 139 610 0,25 / **77 139 620** 0,50
77 168 690 SET PL-B SEMI Ø 40.000 / 43.043 / 31.700 / St/B





TRW
EngineComponents



5 **98**
TAD 620 Euro 2 **VE**
2002 → D LA 6 5703 cm³ 2V 155 kW 211 PS £ 18,4:1 126

	99 801 600	Cyl. Ø: 98; KH: 50.65; MT: -17.5; MØ: 61.06; GL: 90.65; piston pin: 38x76; number of piston rings: 3 RTK T15 3 CK G6 M 2,03 G3 DSF 3 NT ST → 80 00552 1 0 ...
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80 00552 1 0 000 Cyl. Ø: 98; Set: 1; [T15 G6 IW CK 3] [M G3 IFU 2.03] [DSF ST NT 3]

6 **98,43**
TAMD 60 **C**
05.1983 → 1987 D A 6 5480 cm³ 2V 108-184 kW 147-250 PS £ 16:1 120
TD 60 **DG**
09.1983 → 06.1986 D A 6 5480 cm³ 2V 86-113 kW 117-154 PS £ 17:1 120

	93 474 700	Cyl. Ø: 98.43; KH: 79.4; MT: -21.8; MØ: 57; GL: 124.4; piston pin: 40x77.3; number of piston rings: 3 RTK R 2,39 CR G3 M 3,16 DSF 4,75 CR → 80 00276 1 1 ...
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80 00276 1 1 000 Cyl. Ø: 98.43; Set: 1; [R G3 CR 2.39] [M 3.16] [DSF CR 4.75]

	93 474 970	Piston: 93474700; Cylinder liner: 89016110
	93 474 971	Piston: 93474700; Cylinder liner: 89352110
	89 016 110	N - Wet cylinder liner; finished; A=110 C=119.1 L=234.5 H+F=11.61+0.73 Y=15.75
	89 352 110	N - Wet cylinder liner; finished; A=110 C=119.1 L=237.4 H+F=9.66+3.6 Y=21.15
	78 878 800	PAIR AS STD Ø 85.100 / 104.650 // 3.123 St/B
	77 137 600	SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G 77 137 610 0,25 / 77 137 620 0,50 / 77 137 630 0,75 / 77 137 640 1,00
	77 138 600	SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G 77 138 610 0,25 / 77 138 620 0,50
	77 139 600	SET HL STD Ø 76.162 / 81.051 / 26.500 / 2.413 St/B/G 77 139 610 0,25 / 77 139 620 0,50
	77 168 690	SET PL-B SEMI Ø 40.000 / 43.043 / 31.700 / St/B
	48115	EX; 37 x 8 x 145.3 x A/S - Cr - 45° - VS - 17 - III
	48114	IN; 41 x 8 x 145.3 x S - Cr - 30° - 15 - III
	81-4720	IN/EX; 16/ x 8 x 64.5 G1



7 **98,43**
TAMD 61 **A**
03.1986 → 1995 D LA 6 5480 cm³ 2V 225 kW 306 PS £ 15:1 120

	78 878 800	PAIR AS STD Ø 85.100 / 104.650 // 3.123 St/B
	77 137 600	SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G 77 137 610 0,25 / 77 137 620 0,50 / 77 137 630 0,75 / 77 137 640 1,00
	77 138 600	SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G 77 138 610 0,25 / 77 138 620 0,50
	77 139 600	SET HL STD Ø 76.162 / 81.051 / 26.500 / 2.413 St/B/G 77 139 610 0,25 / 77 139 620 0,50
	77 168 690	SET PL-B SEMI Ø 40.000 / 43.043 / 31.700 / St/B

	48115	EX; 37 x 8 x 145.3 x A/S - Cr - 45° - VS - 17 - III
	48114	IN; 41 x 8 x 145.3 x S - Cr - 30° - 15 - III
	81-4720	IN/EX; 16/ x 8 x 64.5 G1



8 **98,43**
TAMD 63 **L-A, P-A**
1994 → 2005 D LA 6 5480 cm³ 2V 173-272 kW 235-370 PS £ 15:1 120

	78 878 800	PAIR AS STD Ø 85.100 / 104.650 // 3.123 St/B
	77 137 600	SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G 77 137 610 0,25 / 77 137 620 0,50 / 77 137 630 0,75 / 77 137 640 1,00

cont...



- 77 138 600 SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G
77 138 610 0,25 / 77 138 620 0,50
- 77 139 600 SET HL STD Ø 76.162 / 81.051 / 26.500 / 2.413 St/B/G
77 139 610 0,25 / 77 139 620 0,50
- 77 168 690 SET PL-B SEMI Ø 40.000 / 43.043 / 31.700 / St/B

9 **98,43**

TD 60 **BG**
09.1983 → 06.1986 D A 6 5480 cm³ 2V 70-97 kW 95-132 PS ξ 16:1 120

- 89 016 110 N - Wet cylinder liner; finished; A=110 C=119.1 L=234.5 H+F=11.61+0.73 Y=15.75
- 89 352 110 N - Wet cylinder liner; finished; A=110 C=119.1 L=237.4 H+F=9.66+3.6 Y=21.15

- 48115 EX; 37 x 8 x 145.3 x A/S - Cr - 45° - VS - 17 - III
- 48114 IN; 41 x 8 x 145.3 x S - Cr - 30° - 15 - III



- 81-4720 IN/EX; 16/ x 8 x 64.5 G1

10 **98,43**

TD 60 **D**
01.1982 → 06.1986 D A 6 5480 cm³ 2V 113-125 kW 154-170 PS ξ 16:1 120

TD 610 **G**
1985 → D LA 6 5480 cm³ 2V 103-150 kW 140-204 PS ξ 15:1 120

- 48115 EX; 37 x 8 x 145.3 x A/S - Cr - 45° - VS - 17 - III
- 48114 IN; 41 x 8 x 145.3 x S - Cr - 30° - 15 - III

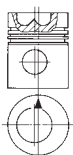


- 81-4720 IN/EX; 16/ x 8 x 64.5 G1

11 **98,43**

TD 61 **A, ACE, AG, AGP, AP, APB, AW**
1985 → D LA 6 5480 cm³ 2V 103-150 kW 140-204 PS ξ 120

- 99 408 600 Cyl. Ø: 98.43; KH: 79.4; MT: -23.5; MØ: 57; GL: 124.4; piston pin: 40x77.3; number of piston rings: 3
RTK
R 2,39 CR G3
M 3,16
DSF 4,75 CR
→ 80 00276 1 1 ...



- 80 00276 1 1 000 Cyl. Ø: 98.43; Set: 1; [R G3 CR 2.39] [M 3.16] [DSF CR 4.75]

- 99 408 960 Piston: 99408600; Cylinder liner: 89352110

- 89 352 110 N - Wet cylinder liner; finished; A=110 C=119.1 L=237.4 H+F=9.66+3.6 Y=21.15

- 78 878 800 PAIR AS STD Ø 85.100 / 104.650 // 3.123 St/B
- 77 137 600 SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G
77 137 610 0,25 / 77 137 620 0,50 / 77 137 630 0,75 / 77 137 640 1,00

- 77 138 600 SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G
77 138 610 0,25 / 77 138 620 0,50
- 77 139 600 SET HL STD Ø 76.162 / 81.051 / 26.500 / 2.413 St/B/G
77 139 610 0,25 / 77 139 620 0,50
- 77 168 690 SET PL-B SEMI Ø 40.000 / 43.043 / 31.700 / St/B

- 48115 EX; 37 x 8 x 145.3 x A/S - Cr - 45° - VS - 17 - III
- 48114 IN; 41 x 8 x 145.3 x S - Cr - 30° - 15 - III



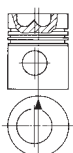
- 81-4720 IN/EX; 16/ x 8 x 64.5 G1

12 **98,43**

TD 61 **R**
1985 → D LA 6 5480 cm³ 2V 103-150 kW 140-204 PS ξ 15:1 120

TWD 61 **G**
1985 → D LA 6 5480 cm³ 2V 103-150 kW 140-204 PS ξ 15:1 120

- 99 408 600 Cyl. Ø: 98.43; KH: 79.4; MT: -23.5; MØ: 57; GL: 124.4; piston pin: 40x77.3; number of piston rings: 3
RTK
R 2,39 CR G3
M 3,16
DSF 4,75 CR
→ 80 00276 1 1 ...



cont...





TRW
EngineComponents



VOLVO

	80 00276 1 1 000	Cyl. Ø: 98.43; Set: 1; [R G3 CR 2.39] [M 3.16] [DSF CR 4.75]	
	99 408 960	Piston: 99408600; Cylinder liner: 89352110	
	89 352 110	N - Wet cylinder liner; finished; A=110 C=119.1 L=237.4 H+F=9.66+3.6 Y=21.15	
	48115	EX; 37 x 8 x 145.3 x A/S - Cr - 45° - VS - 17 - III	RK-8 RK-8H
	48114	IN; 41 x 8 x 145.3 x S - Cr - 30° - 15 - III	
	81-4720	IN/EX; 16/ x 8 x 64.5 G1	

13

101



TD 420 Euro 1

VE

2002 →

D

LA

4

4040 cm³

2V

75 kW

102 PS

£ 19

126

	80 00362 1 0 000	Cyl. Ø: 130.175; Set: 1; [T15 G6 IF MO 3.5] [M IF CR 3.16] [DSF CR 4.75]	
	89 399 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3	

14

104,775



D 70

B

05.1972 → 06.1979

D

AN

6

6730 cm³

2V

110 kW

150 PS

£ 17:1

130

MD 70

B

12.1970 → 07.1979

D

AN

6

6730 cm³

2V

81-107 kW

110-145 PS

£ 17:1

130

	91 354 600	Cyl. Ø: 104.775; KH: 88.45; MT: -26.7; MØ: 55; GL: 141.05; piston pin: 45x85.6; number of piston rings: 5 RTK, URK R 2,39 CR G3 M 3,16 M 3,16 D 4,74 D 4,74 → 80 00278 1 1 ...	
	80 00278 1 1 000	Cyl. Ø: 104.775; Set: 1; [R IF CR 2.385] [R IF 3.16] [R IF 3.16] [DSF CR 4.747] [S 4.747]	
	91 354 960	Piston: 91354600; Cylinder liner: 88868110	
	88 868 110	N - Wet cylinder liner; finished; A=117 C=127 L=257 H+F=11.66+0.73 Y=18.6	
	71 828 890	PL-B SEMI Ø 45.004 / 49.887 / 37.900 / St/B	
	78 933 800	PAIR AS STD Ø 90.500 / 112.500 // 2.362 St/B	
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W	
	77 157 600 STD		
	87 228 600	SET HL STD Ø 82.550 / 88.483 / 30.600 / 2.935 St/B/G	
	87 228 610 0,25 / 87 228 620 0,50		
	87 229 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G	
	87 229 610 0,25		
	87 230 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G	
	87 230 610 0,25 / 87 230 620 0,50	For engine TD 71 F/G.	
	48302	EX; 37 x 11 x 148.6 x A/S - Cr - 45° - VS - 9 - III	RK-11H 81-47112 IN/EX; 18/ x 11 x 66 G1
	105-35099	IN; 43 x 11 x 148.5 x S - Cr - 30° - 9 - III	
	92-47003	EX; 44.08 x 34.05 x 9; G1; 45°	
	92-47001	IN; 46.1 x 37.5 x 6.17; G1; 30°	

V



15

104,775

	D 70	B/BB, CHC, CRC	1978 → 1985	D AN 6	6730 cm ³	2V	102-110 kW	139-150 PS	⊗ 17:1	130
	MD 70	C	01.1978 → 12.1985	D AN 6	6730 cm ³	2V	73-106 kW	99-145 PS	⊗ 17:1	130
	TAMD 70	B, C, D, E	03.1971 → 03.1986	D LA 6	6730 cm ³	2V	114-221 kW	155-300 PS		130
	TAMD 71	A, B	04.1986 → 2000	D LA 6	6730 cm ³	2V	160-263 kW	218-357 PS	⊗ 14:1	130
	TAMD 72	A, P-A, WJ-A	07.1991 → 1997	D LA 6	6730 cm ³	2V	316-331 kW	430-450 PS	⊗ 15,6:1	130
	TAMD 73	P-A, WJ-A	1997 → 1999	D LA 6	6730 cm ³	2V	316-331 kW	430-450 PS	⊗ 15,6:1	130
	TMD 70	B, C	12.1972 → 1985	D A 6	6730 cm ³	2V	110-152 kW	150-207 PS	⊗ 16:1	130



48302 EX; 37 x 11 x 148.6 x A/S - Cr - 45° - VS - 9 - III



RK-11H

105-35099 IN; 43 x 11 x 148.5 x S - Cr - 30° - 9 - III



81-47112

IN/EX; 18/ x 11 x 66 G1



92-47003 EX; 44.08 x 34.05 x 9; G1; 45°

92-47001 IN; 46.1 x 37.5 x 6.17; G1; 30°

16

104,775

	TAMD 70	A	04.1986 →	D LA 6	6730 cm ³	2V	184-206 kW	250-280 PS	⊗ 14,5:1	130
	TAMD 71	D	1985 →	D LA 6	6730 cm ³	2V	200 kW	272 PS	⊗ 14:1	130



71 828 890 PL-B SEMI Ø 45.004 / 49.887 / 37.900 / St/B

78 933 800 PAIR AS STD Ø 90.500 / 112.500 // 2.362 St/B

77 157 690 SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W

77 157 600 STD

87 228 600 SET HL STD Ø 82.550 / 88.483 / 30.600 / 2.935 St/B/G

87 228 610 0,25 / 87 228 620 0,50

87 229 600 SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G

87 229 610 0,25

87 230 600 SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G

87 230 610 0,25 / 87 230 620 0,50, For engine TD 71 F/G.



48302 EX; 37 x 11 x 148.6 x A/S - Cr - 45° - VS - 9 - III



RK-11H

105-35099 IN; 43 x 11 x 148.5 x S - Cr - 30° - 9 - III



81-47112

IN/EX; 18/ x 11 x 66 G1



92-47003 EX; 44.08 x 34.05 x 9; G1; 45°

92-47001 IN; 46.1 x 37.5 x 6.17; G1; 30°

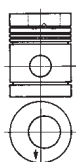
17

104,775

	TD 70	A	03.1983 →	D A 6	6730 cm ³	2V	128-136 kW	175-185 PS	⊗ 15,5:1	130
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91 353 600 Cyl. Ø: 104.775; KH: 88.45; MT: -26.2; MØ: 58; GL: 141; piston pin: 45x85.6; number of piston rings: 5



RTK, URK

R 2,39 CR G3

M 3,16

M 3,16

D 4,74

D 4,74

→ 80 00278 1 1 ...



80 00278 1 1 000 Cyl. Ø: 104.775; Set: 1; [R IF CR 2.385] [R IF 3.16] [R IF 3.16] [DSF CR 4.747] [S 4.747]



91 353 960 Piston: 91353600; Cylinder liner: 88868110



88 868 110 N - Wet cylinder liner; finished; A=117 C=127 L=257 H+F=11.66+0.73 Y=18.6



71 828 890 PL-B SEMI Ø 45.004 / 49.887 / 37.900 / St/B



78 933 800 PAIR AS STD Ø 90.500 / 112.500 // 2.362 St/B

cont...

V



77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD	
87 228 600	SET HL STD Ø 82.550 / 88.483 / 30.600 / 2.935 St/B/G 87 228 610 0,25 / 87 228 620 0,50	
87 229 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G 87 229 610 0,25	
87 230 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G 87 230 610 0,25 / 87 230 620 0,50 , For engine TD 71 F/G.	
48302	EX; 37 x 11 x 148.6 x A/S - Cr - 45° - VS - 9 - III	RK-11H
105-35099	IN; 43 x 11 x 148.5 x S - Cr - 30° - 9 - III	81-47112 IN/EX; 18/ x 11 x 66 G1
92-47003	EX; 44.08 x 34.05 x 9; G1; 45°	
92-47001	IN; 46.1 x 37.5 x 6.17; G1; 30°	

18		104,775								
		TD 70	G							
			03.1983 → 06.1986	D A 6	6730 cm³	2V	138-156 kW	188-212 PS	£ 14,5:1	130
		TD 71	GE							
				D A 6	6730 cm³	2V			£ 15,5:1	130

92 827 600	Cyl. Ø: 104.775; KH: 88.45; VT1: -1; MT: -26.2; MØ: 60; GL: 141.05; piston pin: 45x85.5; number of piston rings: 4 KKK, RTK, TPL R 2,39 CR G3 M 3,16 M 3,16 DSF 4,75 CR → 80 00279 1 0 ...
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80 00279 1 0 000	Cyl. Ø: 104.775; Set: 1; [R G3 CR 2.39] [M 3.16] [M 3.16] [DSF CR 4.75]
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92 827 960	Piston: 92827600; Cylinder liner: 88868110
92 827 961	Piston: 92827600; Cylinder liner: 89370110

88 868 110	N - Wet cylinder liner; finished; A=117 C=127 L=257 H+F=11.66+0.73 Y=18.6
89 370 110	N - Wet cylinder liner; finished; A=117 C=127 L=259.7 H+F=9.63+3.52 Y=18.5

71 828 890	PL-B SEMI Ø 45.004 / 49.887 / 37.900 / St/B
78 933 800	PAIR AS STD Ø 90.500 / 112.500 // 2.362 St/B

77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
87 228 600	SET HL STD Ø 82.550 / 88.483 / 30.600 / 2.935 St/B/G 87 228 610 0,25 / 87 228 620 0,50
87 229 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G 87 229 610 0,25
87 230 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G 87 230 610 0,25 / 87 230 620 0,50 , For engine TD 71 F/G.

48302	EX; 37 x 11 x 148.6 x A/S - Cr - 45° - VS - 9 - III	RK-11H
105-35099	IN; 43 x 11 x 148.5 x S - Cr - 30° - 9 - III	81-47112 IN/EX; 18/ x 11 x 66 G1
92-47003	EX; 44.08 x 34.05 x 9; G1; 45°	
92-47001	IN; 46.1 x 37.5 x 6.17; G1; 30°	

19		104,775								
		TD 70	GG							
			03.1983 → 06.1986	D LA 6	6730 cm³	2V	100-140 kW	136-190 PS	£ 14,5:1	130
		TID 70	GG							
			01.1986 → 09.1991	D A 6	6730 cm³	2V	116-154 kW	158-209 PS	£ 14,5:1	130

92 827 600	Cyl. Ø: 104.775; KH: 88.45; VT1: -1; MT: -26.2; MØ: 60; GL: 141.05; piston pin: 45x85.5; number of piston rings: 4 KKK, RTK, TPL R 2,39 CR G3 M 3,16 M 3,16 DSF 4,75 CR → 80 00279 1 0 ...
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cont...



TRW
EngineComponents

PIERBURG

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VOLVO

	80 00279 1 0 000	Cyl. Ø: 104.775; Set: 1; [R G3 CR 2.39] [M 3.16] [M 3.16] [DSF CR 4.75]
	92 827 960	Piston: 92827600; Cylinder liner: 88868110
	92 827 961	Piston: 92827600; Cylinder liner: 89370110
	88 868 110	N - Wet cylinder liner; finished; A=117 C=127 L=257 H+F=11.66+0.73 Y=18.6
	89 370 110	N - Wet cylinder liner; finished; A=117 C=127 L=259.7 H+F=9.63+3.52 Y=18.5
	48302	EX; 37 x 11 x 148.6 x A/S - Cr - 45° - VS - 9 - III
	105-35099	IN; 43 x 11 x 148.5 x S - Cr - 30° - 9 - III
	92-47003	EX; 44.08 x 34.05 x 9; G1; 45°
	92-47001	IN; 46.1 x 37.5 x 6.17; G1; 30°
	81-47112	IN/EX; 18/ x 11 x 66 G1

20 **107**
D 7 Euro 2 C 215, C 250, C 290, C 310
D LA 6 7280 cm³ 2V 158-228 kW 215-310 PS 135

	40 308 600	Cyl. Ø: 107; KH: 88.5; VT1: -2; MT: -20.2; MØ: 61; GL: 134.5; piston pin: 47x85.3; number of piston rings: 3 RTK, TPL, KKK T15 3,5 CK G6 M 2,5 G3 DSF 3,5 CR G3 → 80 00706 1 0 ...
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	80 00706 1 0 000	Cyl. Ø: 107; Set: 1; [T15 G6 IF CK 3.5] [M G3 IFU 2.5] [DSF G3 CR 3.5]
	40 308 960	Piston: 40308600; Cylinder liner: 89839110
	89 839 110	N - Wet cylinder liner; finished; A=117 C=129.4 L=256.8 H+F=9.4+0.95
	77 842 600	SET HL STD Ø 90.550 / 96.483 / 30.400 / 2.931 St/B/G 77 842 610 0,254 / 77 842 620 0,508
	77 843 600	SET PL STD Ø 73.850 / 77.740 / 37.000 / 1.922 St/B/G 77 843 610 0,254 / 77 843 620 0,508
	48323	EX; 39 x 8 x 149.7 x I/S - Cr - 45° - 9 - III OES specification
	48326	EX; 39 x 8 x 149.8 x RA/S - Cr - 45° - 9 - III IAM specification
	48322	IN; 43 x 8 x 149.7 x S - Cr - 30° - 9 - III
	81-47106	IN/EX; 15.99/ x 8 x 65.5 G1

21 **107**
D 7 Euro 2 C 275
D LA 6 7280 cm³ 2V 202 kW 275 PS 19,5:1 135

	40 308 600	Cyl. Ø: 107; KH: 88.5; VT1: -2; MT: -20.2; MØ: 61; GL: 134.5; piston pin: 47x85.3; number of piston rings: 3 RTK, TPL, KKK T15 3,5 CK G6 M 2,5 G3 DSF 3,5 CR G3 → 80 00706 1 0 ...
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	80 00706 1 0 000	Cyl. Ø: 107; Set: 1; [T15 G6 IF CK 3.5] [M G3 IFU 2.5] [DSF G3 CR 3.5]
	40 308 960	Piston: 40308600; Cylinder liner: 89839110
	89 839 110	N - Wet cylinder liner; finished; A=117 C=129.4 L=256.8 H+F=9.4+0.95
	77 842 600	SET HL STD Ø 90.550 / 96.483 / 30.400 / 2.931 St/B/G 77 842 610 0,254 / 77 842 620 0,508
	77 843 600	SET PL STD Ø 73.850 / 77.740 / 37.000 / 1.922 St/B/G 77 843 610 0,254 / 77 843 620 0,508





TRW
EngineComponents

PIERBURG

PIERBURG
VOLVO

22		108	
	D 7	D EAE 2	
		D	6 7146 cm ³ 2V
			130
	40 278 600	Cyl. Ø: 108; KH: 71.1; MT: -19.6; MØ: 64; GL: 108; piston pin: 42x86; number of piston rings: 3 RTK, TPL T15 3 MO G6 M 2 G3 DSF 3,5 CR → 80 00344 1 0 ...	
	80 00344 1 0 000	Cyl. Ø: 108; Set: 1; [T15 G6 IW MO 3] [M G3 IFU 2] [DSF CR 3.5]	
	40 278 960	Piston: 40278600; Cylinder liner: 89409110	
	89 409 110	N - Wet cylinder liner; finished; A=120 C=128.5 L=229.1 H+F=9+1.1	
	22220	EX; 42 x 9 x 139 x RA/S - Cr - 45° - 22 - III	MK-9H
	22221	IN; 48 x 9 x 139 x A/S - Cr - 30° - 22 - III	
23		120	
	TAD 1030 Euro 1	GE	
		D LA 6	9600 cm ³ 2V 222-258 kW 302-351 PS £17:1 140
	TAD 1032	GE	
		D LA 6	9600 cm ³ 2V 240-262 kW 326-356 PS £17:1 140
	81-47104	EX; 18/ x 11 x 66 G1	92-47015 EX; 49.09 x 40 x 9.45; G1; 45°
	81-47117	IN; 17.98/ x 11 x 82 G3	92-47011 IN; 54.061 x 44.35 x 6.68; G1; 30°
	81-47109	IN; 18.03/ x 11 x 82 G1	
24		120,65	
	D 100	A	
		10.1965 → 09.1969	D AN 6 9600 cm ³ 2V 110-147 kW 150-200 PS £17:1 140
	91 360 600	Cyl. Ø: 120.65; KH: 109.45; VT1: -1; MT: -29.15; MØ: 63; GL: 166.45; piston pin: 52x106; number of piston rings: 4 RTK R 2,385 MO G6 M 3,16 M 3,16 DSF 4,74 CR → 80 00281 1 0 ... , 80 00281 1 1 ... , 80 00281 1 2 ... , 80 00281 6 0 ... , 80 00281 6 1 ...	
	80 00281 1 0 000	Cyl. Ø: 120.65; Set: 1; [R G6 CR 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]	
	80 00281 1 1 000	Cyl. Ø: 120.65; Set: 1; [R G6 CR 2.385] [M IW CR 3.16] [N 3.16] [DSF CR 4.74]	
	80 00281 1 2 000	Cyl. Ø: 120.65; Set: 1; [R G6 MO 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]	
	80 00281 6 0 000	Cyl. Ø: 120.65; Set: 6; [R G6 CR 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]	
	80 00281 6 1 000	Cyl. Ø: 120.65; Set: 6; [R G6 CR 2.385] [M IW CR 3.16] [N 3.16] [DSF CR 4.74]	
	91 360 960	Piston: 91360600; Cylinder liner: 88476110	
	88 476 110	N - Wet cylinder liner; finished; A=134 C=147 L=294 H+F=11.74+0.8 Y=26	
	78 745 600	PAIR AS STD Ø 108.700 / 131.670 // 2.362 St/B	
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD	
	87 269 600	SET PL STD Ø 86.018 / 90.925 / 45.700 / 2.418 St/B/G 87 269 610 0,25 / 87 269 620 0,50 / 87 269 630 0,75	
	87 270 693	SET PL-B SEMI Ø 52.004 / 57.300 / 45.900 / St/B	
	87 515 600	SET HL STD Ø 100.000 / 104.978 / 37.300 / 2.452 St/B/G 87 515 610 0,25 / 87 515 620 0,50 / 87 515 630 0,75	
	87 516 600	SET PL STD Ø 86.018 / 90.925 / 45.700 / 2.418 St/B/G 87 516 610 0,25 / 87 516 620 0,50 / 87 516 630 0,75	
	48301	EX; 46 x 11 x 167.1 x A/S - Cr - 45° - 19 - III	81-47104 EX; 18/ x 11 x 66 G1
	105-34131	IN; 50 x 11 x 167.2 x S - Cr - 30° - 19 - III	81-47117 IN; 17.98/ x 11 x 82 G3
	92-47013	EX; 49.08 x 40 x 11.45; G1; 45°	81-47109 IN; 18.03/ x 11 x 82 G1
	50 004 874	EX; 51.11 x 40 x 9.5; ST; 45°	
	92-47011	IN; 54.061 x 44.35 x 6.68; G1; 30°	
	50 004 873	IN; 54.11 x 44.4 x 6.8; ST; 30°	

V



25



120,65



D 100

BHC, BRC, HC

1965 → 1975

D

AN

6

9600 cm³

2V

122-147 kW

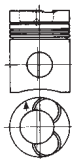
166-200 PS

ε 17:1

140



91 360 600



Cyl. Ø: 120.65; KH: 109.45; VT1: -1; MT: -29.15; MØ: 63; GL: 166.45; piston pin: 52x106; number of piston rings: 4
RTK

R 2,385 MO G6

M 3,16

M 3,16

DSF 4,74 CR

→ 80 00281 1 0 ..., 80 00281 1 1 ..., 80 00281 1 2 ..., 80 00281 6 0 ..., 80 00281 6 1 ...



80 00281 1 0 000

Cyl. Ø: 120.65; Set: 1; [R G6 CR 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]

80 00281 1 1 000

Cyl. Ø: 120.65; Set: 1; [R G6 CR 2.385] [M IW CR 3.16] [N 3.16] [DSF CR 4.74]

80 00281 1 2 000

Cyl. Ø: 120.65; Set: 1; [R G6 MO 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]

80 00281 6 0 000

Cyl. Ø: 120.65; Set: 6; [R G6 CR 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]

80 00281 6 1 000

Cyl. Ø: 120.65; Set: 6; [R G6 CR 2.385] [M IW CR 3.16] [N 3.16] [DSF CR 4.74]



91 360 960

Piston: 91360600; Cylinder liner: 88476110



88 476 110

N - Wet cylinder liner; finished; A=134 C=147 L=294 H+F=11.74+0.8 Y=26



48301

EX; 46 x 11 x 167.1 x A/S - Cr - 45° - 19 - III

48151

EX; 46 x 11 x 167.2 x I/S - Cr - 45° - 9 - III
OES specification

48300

EX; 46 x 11 x 167.3 x A/S - Cr - 45° - 9 - III
IAM specification

105-34131

IN; 50 x 11 x 167.2 x S - Cr - 30° - 19 - III

105-35037

IN; 50 x 11 x 167.4 x S - Cr - 30° - 9 - III



RK-11H



81-47104

EX; 18/ x 11 x 66 G1

81-47117

IN; 17.98/ x 11 x 82 G3

81-47109

IN; 18.03/ x 11 x 82 G1



92-47013

EX; 49.08 x 40 x 11.45; G1; 45°

92-47011

IN; 54.061 x 44.35 x 6.68; G1; 30°

26



120,65



MD 100

A

10.1965 → 06.1996

D

AN

6

9600 cm³

2V

98-134 kW

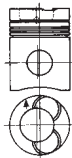
133-182 PS

ε 17:1

140



91 360 600



Cyl. Ø: 120.65; KH: 109.45; VT1: -1; MT: -29.15; MØ: 63; GL: 166.45; piston pin: 52x106; number of piston rings: 4
RTK

R 2,385 MO G6

M 3,16

M 3,16

DSF 4,74 CR

→ 80 00281 1 0 ..., 80 00281 1 1 ..., 80 00281 1 2 ..., 80 00281 6 0 ..., 80 00281 6 1 ...



80 00281 1 0 000

Cyl. Ø: 120.65; Set: 1; [R G6 CR 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]

80 00281 1 1 000

Cyl. Ø: 120.65; Set: 1; [R G6 CR 2.385] [M IW CR 3.16] [N 3.16] [DSF CR 4.74]

80 00281 1 2 000

Cyl. Ø: 120.65; Set: 1; [R G6 MO 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]

80 00281 6 0 000

Cyl. Ø: 120.65; Set: 6; [R G6 CR 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]

80 00281 6 1 000

Cyl. Ø: 120.65; Set: 6; [R G6 CR 2.385] [M IW CR 3.16] [N 3.16] [DSF CR 4.74]



91 360 960

Piston: 91360600; Cylinder liner: 88476110



88 476 110

N - Wet cylinder liner; finished; A=134 C=147 L=294 H+F=11.74+0.8 Y=26



78 745 600

PAIR AS STD Ø 108.700 / 131.670 / 2.362 St/B

77 157 690

SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W
77 157 600 STD

87 268 890

SET PL-B SEMI Ø 52.004 / 57.300 / 45.750 / St/B, 1983→

87 269 600

SET PL STD Ø 86.018 / 90.925 / 45.700 / 2.418 St/B/G
87 269 610 0,25 / 87 269 620 0,50 / 87 269 630 0,75

87 270 693

SET PL-B SEMI Ø 52.004 / 57.300 / 45.900 / St/B

87 515 600

SET HL STD Ø 100.000 / 104.978 / 37.300 / 2.452 St/B/G
87 515 610 0,25 / 87 515 620 0,50 / 87 515 630 0,75

87 516 600

SET PL STD Ø 86.018 / 90.925 / 45.700 / 2.418 St/B/G
87 516 610 0,25 / 87 516 620 0,50 / 87 516 630 0,75

cont...





TRW
EngineComponents

PIERBURG

P PIERBURG
VOLVO

	48301	EX; 46 x 11 x 167.1 x A/S - Cr - 45° - 19 - III		RK-11H
	48151	EX; 46 x 11 x 167.2 x I/S - Cr - 45° - 9 - III OES specification		81-47104
	48300	EX; 46 x 11 x 167.3 x A/S - Cr - 45° - 9 - III IAM specification		81-47117
	105-34131	IN; 50 x 11 x 167.2 x S - Cr - 30° - 19 - III		81-47109
	105-35037	IN; 50 x 11 x 167.4 x S - Cr - 30° - 9 - III		92-47013
				92-47006
				92-47011
				92-47005

27		120,65		
	TAMD 102	A, D		
	1991 → 2000	D LA 6 9600 cm ³ 2V 235-346 kW 320-470 PS ϵ 14,3:1 \bar{H} 140		
	48151	EX; 46 x 11 x 167.2 x I/S - Cr - 45° - 9 - III OES specification		RK-11H
	48300	EX; 46 x 11 x 167.3 x A/S - Cr - 45° - 9 - III IAM specification		81-47104
	48324	IN; 50 x 11 x 167.4 x S - Cr - 30° - 9 - III		81-47116
	92-47015	EX; 49.09 x 40 x 9.45; G1; 45°		
	92-47011	IN; 54.061 x 44.35 x 6.68; G1; 30°		

28		120,65		
	TAMD 103	A-A		
	2000 → 2004	D LA 6 9600 cm ³ 2V 199-287 kW 270-390 PS ϵ 17:1 \bar{H} 140		
	48151	EX; 46 x 11 x 167.2 x I/S - Cr - 45° - 9 - III OES specification		RK-11H
	48300	EX; 46 x 11 x 167.3 x A/S - Cr - 45° - 9 - III IAM specification		81-47104
	48324	IN; 50 x 11 x 167.4 x S - Cr - 30° - 9 - III		92-47015
				92-47011

29		120,65
	TD 100	A
	01.1972 → 02.1979	D A 6 9600 cm ³ 2V 154-188 kW 210-256 PS ϵ 15:1 \bar{H} 140
	91 359 600	Cyl. \varnothing : 120.65; KH: 109.45; VT1: -1; VT2: -1.3; MT: -27.65; M \varnothing : 71; GL: 166.45; piston pin: 52x106; number of piston rings: 4 RTK R 2,385 MO G6 M 3,16 M 3,16 DSF 4,74 CR → 80 00281 1 0 ... , 80 00281 1 1 ... , 80 00281 1 2 ... , 80 00281 6 1 ...
	80 00281 1 0 000	Cyl. \varnothing : 120.65; Set: 1; [R G6 CR 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]
	80 00281 1 1 000	Cyl. \varnothing : 120.65; Set: 1; [R G6 CR 2.385] [M IW CR 3.16] [N 3.16] [DSF CR 4.74]
	80 00281 1 2 000	Cyl. \varnothing : 120.65; Set: 1; [R G6 MO 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]
	80 00282 1 0 000	Cyl. \varnothing : 120.65; Set: 1; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]
	80 00281 6 0 000	Cyl. \varnothing : 120.65; Set: 6; [R G6 CR 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]
	80 00281 6 1 000	Cyl. \varnothing : 120.65; Set: 6; [R G6 CR 2.385] [M IW CR 3.16] [N 3.16] [DSF CR 4.74]
	80 00282 6 0 000	Cyl. \varnothing : 120.65; Set: 6; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]
	91 359 960	Piston: 91359600; Cylinder liner: 88476110
	88 476 110	N - Wet cylinder liner; finished; A=134 C=147 L=294 H+F=11.74+0.8 Y=26
	78 745 600	PAIR AS STD \varnothing 108.700 / 131.670 // 2.362 St/B
	77 157 690	SET NW-L SEMI \varnothing 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI \varnothing 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI \varnothing 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI \varnothing 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI \varnothing 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI \varnothing 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI \varnothing 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
	87 269 600	SET PL STD \varnothing 86.018 / 90.925 / 45.700 / 2.418 St/B/G 87 269 610 0,25 / 87 269 620 0,50 / 87 269 630 0,75
	87 270 693	SET PL-B SEMI \varnothing 52.004 / 57.300 / 45.900 / St/B
	87 515 600	SET HL STD \varnothing 100.000 / 104.978 / 37.300 / 2.452 St/B/G 87 515 610 0,25 / 87 515 620 0,50 / 87 515 630 0,75
	87 516 600	SET PL STD \varnothing 86.018 / 90.925 / 45.700 / 2.418 St/B/G 87 516 610 0,25 / 87 516 620 0,50 / 87 516 630 0,75

cont...



TRW
EngineComponents

PIERBURG

PIERBURG
VOLVO

	48301	EX; 46 x 11 x 167.1 x A/S - Cr - 45° - 19 - III		RK-11H	
	48151	EX; 46 x 11 x 167.2 x I/S - Cr - 45° - 9 - III OES specification		81-47104	EX; 18/ x 11 x 66 G1
	48300	EX; 46 x 11 x 167.3 x A/S - Cr - 45° - 9 - III IAM specification		81-47117	IN; 17.98/ x 11 x 82 G3
	105-34131	IN; 50 x 11 x 167.2 x S - Cr - 30° - 19 - III		81-47109	IN; 18.03/ x 11 x 82 G1
	105-35037	IN; 50 x 11 x 167.4 x S - Cr - 30° - 9 - III		92-47013	EX; 49.08 x 40 x 11.45; G1; 45°
				50 004 874	EX; 51.11 x 40 x 9.5; ST; 45°
				92-47011	IN; 54.061 x 44.35 x 6.68; G1; 30°
				50 004 873	IN; 54.11 x 44.4 x 6.8; ST; 30°

30 **120,65**
TD 100 **AG**
 D A 6 9600 cm³ 2V 137-182 kW 186-247 PS €15:1 140

	91 359 600	Cyl. Ø: 120.65; KH: 109.45; VT1: -1; VT2: -1.3; MT: -27.65; MØ: 71; GL: 166.45; piston pin: 52x106; number of piston rings: 4 RTK R 2,385 MO G6 M 3,16 M 3,16 DSF 4,74 CR → 80 00281 1 0 ... , 80 00281 1 1 ... , 80 00281 1 2 ... , 80 00281 6 1 ...
	80 00281 1 0 000	Cyl. Ø: 120.65; Set: 1; [R G6 CR 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]
	80 00281 1 1 000	Cyl. Ø: 120.65; Set: 1; [R G6 CR 2.385] [M IW CR 3.16] [N 3.16] [DSF CR 4.74]
	80 00281 1 2 000	Cyl. Ø: 120.65; Set: 1; [R G6 MO 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]
	80 00281 6 0 000	Cyl. Ø: 120.65; Set: 6; [R G6 CR 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]
	80 00281 6 1 000	Cyl. Ø: 120.65; Set: 6; [R G6 CR 2.385] [M IW CR 3.16] [N 3.16] [DSF CR 4.74]
	91 359 960	Piston: 91359600; Cylinder liner: 88476110
	88 476 110	N - Wet cylinder liner; finished; A=134 C=147 L=294 H+F=11.74+0.8 Y=26

	48301	EX; 46 x 11 x 167.1 x A/S - Cr - 45° - 19 - III		RK-11H	
	48151	EX; 46 x 11 x 167.2 x I/S - Cr - 45° - 9 - III OES specification		81-47104	EX; 18/ x 11 x 66 G1
	48300	EX; 46 x 11 x 167.3 x A/S - Cr - 45° - 9 - III IAM specification		81-47117	IN; 17.98/ x 11 x 82 G3
	105-34131	IN; 50 x 11 x 167.2 x S - Cr - 30° - 19 - III		81-47109	IN; 18.03/ x 11 x 82 G1
	105-35037	IN; 50 x 11 x 167.4 x S - Cr - 30° - 9 - III		92-47013	EX; 49.08 x 40 x 11.45; G1; 45°
				92-47015	EX; 49.09 x 40 x 9.45; G1; 45°
				92-47011	IN; 54.061 x 44.35 x 6.68; G1; 30°

31 **120,65**
TD 100 **AHC, ARC**
 D A 6 9600 cm³ 2V 169-191 kW 230-260 PS €15/17:1 140

	91 359 600	Cyl. Ø: 120.65; KH: 109.45; VT1: -1; VT2: -1.3; MT: -27.65; MØ: 71; GL: 166.45; piston pin: 52x106; number of piston rings: 4 RTK R 2,385 MO G6 M 3,16 M 3,16 DSF 4,74 CR → 80 00281 1 0 ... , 80 00281 1 1 ... , 80 00281 1 2 ... , 80 00281 6 1 ...
	80 00281 1 0 000	Cyl. Ø: 120.65; Set: 1; [R G6 CR 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]
	80 00281 1 1 000	Cyl. Ø: 120.65; Set: 1; [R G6 CR 2.385] [M IW CR 3.16] [N 3.16] [DSF CR 4.74]
	80 00281 1 2 000	Cyl. Ø: 120.65; Set: 1; [R G6 MO 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]
	80 00282 1 0 000	Cyl. Ø: 120.65; Set: 1; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]
	80 00281 6 0 000	Cyl. Ø: 120.65; Set: 6; [R G6 CR 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]
	80 00281 6 1 000	Cyl. Ø: 120.65; Set: 6; [R G6 CR 2.385] [M IW CR 3.16] [N 3.16] [DSF CR 4.74]
	80 00282 6 0 000	Cyl. Ø: 120.65; Set: 6; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]
	91 359 960	Piston: 91359600; Cylinder liner: 88476110
	88 476 110	N - Wet cylinder liner; finished; A=134 C=147 L=294 H+F=11.74+0.8 Y=26

cont...





TRW
EngineComponents

PIERBURG



VOLVO

	48301	EX; 46 x 11 x 167.1 x A/S - Cr - 45° - 19 - III		RK-11H	
	48151	EX; 46 x 11 x 167.2 x I/S - Cr - 45° - 9 - III OES specification		81-47104	EX; 18/ x 11 x 66 G1
	48300	EX; 46 x 11 x 167.3 x A/S - Cr - 45° - 9 - III IAM specification		81-47117	IN; 17.98/ x 11 x 82 G3
	105-34131	IN; 50 x 11 x 167.2 x S - Cr - 30° - 19 - III		81-47109	IN; 18.03/ x 11 x 82 G1
	105-35037	IN; 50 x 11 x 167.4 x S - Cr - 30° - 9 - III		92-47013	EX; 49.08 x 40 x 11.45; G1; 45°
				92-47015	EX; 49.09 x 40 x 9.45; G1; 45°
				92-47011	IN; 54.061 x 44.35 x 6.68; G1; 30°

32 **TD 100** **CHC** **120,65**

D A 6 9600 cm³ 2V 200 kW 272 PS ϵ 14,3:1 η 140

	93 734 600	Cyl. \varnothing : 120.65; KH: 109.4; VT1: -1.9; MT: -23.15; M \varnothing : 76; GL: 166.4; piston pin: 52x106; number of piston rings: 3 RTK R 2,385 MO G6 M 3,16 CR DSF 4,74 CR → 80 00282 1 0 ... , 80 00282 6 0 ...
	80 00282 1 0 000	Cyl. \varnothing : 120.65; Set: 1; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]
	80 00282 6 0 000	Cyl. \varnothing : 120.65; Set: 6; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]
	93 734 960	Piston: 93734600; Cylinder liner: 89175110, Engine TD 100
	93 734 961	Piston: 93734600; Cylinder liner: 89427110, Engine TD 101
	89 175 110	N - Wet cylinder liner; finished; A=134 C=147 L=296.5 H+F=11.52+3.5
	89 427 110	N - Wet cylinder liner; finished; A=134 C=147 L=296.5 H+F=11.52+3.5
	78 745 600	PAIR AS STD \varnothing 108.700 / 131.670 // 2.362 St/B
	77 157 690	SET NW-L SEMI \varnothing 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI \varnothing 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI \varnothing 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI \varnothing 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI \varnothing 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI \varnothing 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI \varnothing 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
	87 268 890	SET PL-B SEMI \varnothing 52.004 / 57.300 / 45.750 / St/B, 1983→
	87 269 600	SET PL STD \varnothing 86.018 / 90.925 / 45.700 / 2.418 St/B/G 87 269 610 0,25 / 87 269 620 0,50 / 87 269 630 0,75
	87 270 693	SET PL-B SEMI \varnothing 52.004 / 57.300 / 45.900 / St/B
	87 515 600	SET HL STD \varnothing 100.000 / 104.978 / 37.300 / 2.452 St/B/G 87 515 610 0,25 / 87 515 620 0,50 / 87 515 630 0,75
	87 516 600	SET PL STD \varnothing 86.018 / 90.925 / 45.700 / 2.418 St/B/G 87 516 610 0,25 / 87 516 620 0,50 / 87 516 630 0,75

	48301	EX; 46 x 11 x 167.1 x A/S - Cr - 45° - 19 - III		RK-11H	
	48151	EX; 46 x 11 x 167.2 x I/S - Cr - 45° - 9 - III OES specification		81-47104	EX; 18/ x 11 x 66 G1
	48300	EX; 46 x 11 x 167.3 x A/S - Cr - 45° - 9 - III IAM specification		81-47117	IN; 17.98/ x 11 x 82 G3
	105-34131	IN; 50 x 11 x 167.2 x S - Cr - 30° - 19 - III		81-47109	IN; 18.03/ x 11 x 82 G1
	105-35037	IN; 50 x 11 x 167.4 x S - Cr - 30° - 9 - III		92-47009	EX; 56.6 x 44.95 x 9.45; G1; 45°
				92-47007	IN; 59.12 x 49 x 6.8; G1; 30°






33 **TD 100** **G** **120,65**

06.1983→ D A 6 9600 cm³ 2V 180-203 kW 245-276 PS ϵ 14,3:1 η 140


	93 734 600	Cyl. \varnothing : 120.65; KH: 109.4; VT1: -1.9; MT: -23.15; M \varnothing : 76; GL: 166.4; piston pin: 52x106; number of piston rings: 3 RTK R 2,385 MO G6 M 3,16 CR DSF 4,74 CR → 80 00282 1 0 ... , 80 00282 6 0 ...
	80 00282 1 0 000	Cyl. \varnothing : 120.65; Set: 1; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]
	80 00282 6 0 000	Cyl. \varnothing : 120.65; Set: 6; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]
	93 734 960	Piston: 93734600; Cylinder liner: 89175110, Engine TD 100
	93 734 961	Piston: 93734600; Cylinder liner: 89427110, Engine TD 101
	89 175 110	N - Wet cylinder liner; finished; A=134 C=147 L=296.5 H+F=11.52+3.5
	89 427 110	N - Wet cylinder liner; finished; A=134 C=147 L=296.5 H+F=11.52+3.5

cont..



	78 745 600 77 157 690	PAIR AS STD \varnothing 108.700 / 131.670 // 2.362 St/B SET NW-L SEMI \varnothing 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI \varnothing 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI \varnothing 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI \varnothing 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI \varnothing 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI \varnothing 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI \varnothing 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
	87 268 890 87 269 600	SET PL-B SEMI \varnothing 52.004 / 57.300 / 45.750 / St/B, 1983→ SET PL STD \varnothing 86.018 / 90.925 / 45.700 / 2.418 St/B/G 87 269 610 0,25 / 87 269 620 0,50 / 87 269 630 0,75
	87 270 693 87 515 600	SET PL-B SEMI \varnothing 52.004 / 57.300 / 45.900 / St/B SET HL STD \varnothing 100.000 / 104.978 / 37.300 / 2.452 St/B/G 87 515 610 0,25 / 87 515 620 0,50 / 87 515 630 0,75
	87 516 600	SET PL STD \varnothing 86.018 / 90.925 / 45.700 / 2.418 St/B/G 87 516 610 0,25 / 87 516 620 0,50 / 87 516 630 0,75
	48301 48151 48300 105-34131 105-35037	EX; 46 x 11 x 167.1 x A/S - Cr - 45° - 19 - III EX; 46 x 11 x 167.2 x I/S - Cr - 45° - 9 - III OES specification EX; 46 x 11 x 167.3 x A/S - Cr - 45° - 9 - III IAM specification IN; 50 x 11 x 167.2 x S - Cr - 30° - 19 - III IN; 50 x 11 x 167.4 x S - Cr - 30° - 9 - III
		 RK-11H  81-47104 EX; 18/ x 11 x 66 G1 81-47117 IN; 17.98/ x 11 x 82 G3 81-47109 IN; 18.03/ x 11 x 82 G1  92-47013 EX; 49.08 x 40 x 11.45; G1; 45° 92-47015 EX; 49.09 x 40 x 9.45; G1; 45° 50 004 874 EX; 51.11 x 40 x 9.5; ST; 45° 92-47011 IN; 54.061 x 44.35 x 6.68; G1; 30° 50 004 873 IN; 54.11 x 44.4 x 6.8; ST; 30°


34










 **120,65**



TD 100

GG

06.1983→09.1991 D A 6 9600 cm³ 2V 151-198 kW 205-269 PS ξ 14,3:1  140

	93 734 600	Cyl. \varnothing : 120.65; KH: 109.4; VT1: -1.9; MT: -23.15; M \varnothing : 76; GL: 166.4; piston pin: 52x106; number of piston rings: 3 RTK R 2,385 MO G6 M 3,16 CR DSF 4,74 CR → 80 00282 1 0 ... , 80 00282 6 0 ...
	80 00282 1 0 000 80 00282 6 0 000	Cyl. \varnothing : 120.65; Set: 1; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74] Cyl. \varnothing : 120.65; Set: 6; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]
	93 734 960 93 734 961	Piston: 93734600; Cylinder liner: 89175110, Engine TD 100 Piston: 93734600; Cylinder liner: 89427110, Engine TD 101
	89 175 110 89 427 110	N - Wet cylinder liner; finished; A=134 C=147 L=296.5 H+F=11.52+3.5 N - Wet cylinder liner; finished; A=134 C=147 L=296.5 H+F=11.52+3.5
	78 745 600 77 157 690	PAIR AS STD \varnothing 108.700 / 131.670 // 2.362 St/B SET NW-L SEMI \varnothing 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI \varnothing 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI \varnothing 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI \varnothing 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI \varnothing 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI \varnothing 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI \varnothing 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
	87 268 890 87 269 600	SET PL-B SEMI \varnothing 52.004 / 57.300 / 45.750 / St/B SET PL STD \varnothing 86.018 / 90.925 / 45.700 / 2.418 St/B/G 87 269 610 0,25 / 87 269 620 0,50 / 87 269 630 0,75
	87 270 693 87 515 600	SET PL-B SEMI \varnothing 52.004 / 57.300 / 45.900 / St/B SET HL STD \varnothing 100.000 / 104.978 / 37.300 / 2.452 St/B/G 87 515 610 0,25 / 87 515 620 0,50 / 87 515 630 0,75
	87 516 600	SET PL STD \varnothing 86.018 / 90.925 / 45.700 / 2.418 St/B/G 87 516 610 0,25 / 87 516 620 0,50 / 87 516 630 0,75
	48301 48151 48300 105-34131 105-35037	EX; 46 x 11 x 167.1 x A/S - Cr - 45° - 19 - III EX; 46 x 11 x 167.2 x I/S - Cr - 45° - 9 - III OES specification EX; 46 x 11 x 167.3 x A/S - Cr - 45° - 9 - III IAM specification IN; 50 x 11 x 167.2 x S - Cr - 30° - 19 - III IN; 50 x 11 x 167.4 x S - Cr - 30° - 9 - III
		 RK-11H  81-47104 EX; 18/ x 11 x 66 G1 81-47117 IN; 17.98/ x 11 x 82 G3 81-47109 IN; 18.03/ x 11 x 82 G1  92-47013 EX; 49.08 x 40 x 11.45; G1; 45° 92-47015 EX; 49.09 x 40 x 9.45; G1; 45° 92-47011 IN; 54.061 x 44.35 x 6.68; G1; 30°

V



TRW
EngineComponents



VOLVO

35 **120,65**
TD 100 **HC**
 D A 6 9600 cm³ 2V 169-191 kW 230-260 PS ϵ 15/17:1 \bar{H} 140

	91 359 600	Cyl. \varnothing : 120.65; KH: 109.45; VT1: -1; VT2: -1.3; MT: -27.65; M \varnothing : 71; GL: 166.45; piston pin: 52x106; number of piston rings: 4 RTK R 2,385 MO G6 M 3,16 M 3,16 DSF 4,74 CR → 80 00281 1 0 ... , 80 00281 1 1 ... , 80 00281 1 2 ... , 80 00281 6 1 ...	
	80 00281 1 0 000	Cyl. \varnothing : 120.65; Set: 1; [R G6 CR 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]	
	80 00281 1 1 000	Cyl. \varnothing : 120.65; Set: 1; [R G6 CR 2.385] [M IW CR 3.16] [N 3.16] [DSF CR 4.74]	
	80 00281 1 2 000	Cyl. \varnothing : 120.65; Set: 1; [R G6 MO 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]	
	80 00282 1 0 000	Cyl. \varnothing : 120.65; Set: 1; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]	
	80 00281 6 0 000	Cyl. \varnothing : 120.65; Set: 6; [R G6 CR 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]	
	80 00281 6 1 000	Cyl. \varnothing : 120.65; Set: 6; [R G6 CR 2.385] [M IW CR 3.16] [N 3.16] [DSF CR 4.74]	
	80 00282 6 0 000	Cyl. \varnothing : 120.65; Set: 6; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]	
	91 359 960	Piston: 91359600; Cylinder liner: 88476110	
	88 476 110	N - Wet cylinder liner; finished; A=134 C=147 L=294 H+F=11.74+0.8 Y=26	
	48301	EX; 46 x 11 x 167.1 x A/S - Cr - 45° - 19 - III	RK-11H
	48151	EX; 46 x 11 x 167.2 x I/S - Cr - 45° - 9 - III OES specification	81-47104 EX; 18/ x 11 x 66 G1
	48300	EX; 46 x 11 x 167.3 x A/S - Cr - 45° - 9 - III IAM specification	81-47117 IN; 17.98/ x 11 x 82 G3
	105-34131	IN; 50 x 11 x 167.2 x S - Cr - 30° - 19 - III	81-47109 IN; 18.03/ x 11 x 82 G1
	105-35037	IN; 50 x 11 x 167.4 x S - Cr - 30° - 9 - III	

36 **120,65**
TD 101 **GE**
 D LA 6 9600 cm³ 2V 200 kW 272 PS ϵ 14,3:1 \bar{H} 140

	93 734 600	Cyl. \varnothing : 120.65; KH: 109.4; VT1: -1.9; MT: -23.15; M \varnothing : 76; GL: 166.4; piston pin: 52x106; number of piston rings: 3 RTK R 2,385 MO G6 M 3,16 CR DSF 4,74 CR → 80 00282 1 0 ... , 80 00282 6 0 ...	
	80 00282 1 0 000	Cyl. \varnothing : 120.65; Set: 1; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]	
	80 00282 6 0 000	Cyl. \varnothing : 120.65; Set: 6; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]	
	93 734 960	Piston: 93734600; Cylinder liner: 89175110, Engine TD 100	
	93 734 961	Piston: 93734600; Cylinder liner: 89427110, Engine TD 101	
	89 175 110	N - Wet cylinder liner; finished; A=134 C=147 L=296.5 H+F=11.52+3.5	
	89 427 110	N - Wet cylinder liner; finished; A=134 C=147 L=296.5 H+F=11.52+3.5	
	78 745 600	PAIR AS STD \varnothing 108.700 / 131.670 // 2.362 St/B	
	87 269 600	SET PL STD \varnothing 86.018 / 90.925 / 45.700 / 2.418 St/B/G 87 269 610 0,25 / 87 269 620 0,50 / 87 269 630 0,75	
	87 515 600	SET HL STD \varnothing 100.000 / 104.978 / 37.300 / 2.452 St/B/G 87 515 610 0,25 / 87 515 620 0,50 / 87 515 630 0,75	
	48301	EX; 46 x 11 x 167.1 x A/S - Cr - 45° - 19 - III	RK-11H
	48151	EX; 46 x 11 x 167.2 x I/S - Cr - 45° - 9 - III OES specification	81-47104 EX; 18/ x 11 x 66 G1
	48300	EX; 46 x 11 x 167.3 x A/S - Cr - 45° - 9 - III IAM specification	81-47117 IN; 17.98/ x 11 x 82 G3
	105-34131	IN; 50 x 11 x 167.2 x S - Cr - 30° - 19 - III	81-47109 IN; 18.03/ x 11 x 82 G1
	105-35037	IN; 50 x 11 x 167.4 x S - Cr - 30° - 9 - III	

V



37

120,65



TD 103 Euro 2

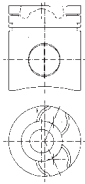
KAE

08.1995 →

D LA 6 9600 cm³ 2V 190 kW 258 PS ξ 18:1 \bar{H} 140



99 750 600



Cyl. \varnothing : 120.64; KH: 92.5; VT1: -2; VT2: -2; MT: -21.8; M \varnothing : 67.5; GL: 144.5; piston pin: 52x98; number of piston rings: 3
RTK
T15 3,5 MO G6
M 3,16 CR
DSF 4,74 CR
→ 80 00395 1 0 ...



80 00395 1 0 000

Cyl. \varnothing : 120.65; Set: 1; [T15 G6 IF MO 3.5] [M IW CR 3.16] [DSF CR 4.74]



99 750 960

Piston: 99750600; Cylinder liner: 89532110



89 532 110

N - Wet cylinder liner; finished; A=134 C=147 L=287.5 H+F=11.52+3.48 Y=14.1



48301

EX; 46 x 11 x 167.1 x A/S - Cr - 45° - 19 - III



RK-11H

48151

EX; 46 x 11 x 167.2 x I/S - Cr - 45° - 9 - III
OES specification



81-47104

EX; 18/ x 11 x 66 G1

48300

EX; 46 x 11 x 167.3 x A/S - Cr - 45° - 9 - III
IAM specification

81-47117

IN; 17.98/ x 11 x 82 G3

105-34131

IN; 50 x 11 x 167.2 x S - Cr - 30° - 19 - III

81-47109

IN; 18.03/ x 11 x 82 G1

105-35037

IN; 50 x 11 x 167.4 x S - Cr - 30° - 9 - III

38

120,65



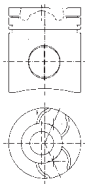
TD 104 Euro 2

KAE

D LA 6 9600 cm³ 2V 190 kW 258 PS ξ 18:1 \bar{H} 140



99 750 600



Cyl. \varnothing : 120.64; KH: 92.5; VT1: -2; VT2: -2; MT: -21.8; M \varnothing : 67.5; GL: 144.5; piston pin: 52x98; number of piston rings: 3
RTK
T15 3,5 MO G6
M 3,16 CR
DSF 4,74 CR
→ 80 00395 1 0 ...



80 00395 1 0 000

Cyl. \varnothing : 120.65; Set: 1; [T15 G6 IF MO 3.5] [M IW CR 3.16] [DSF CR 4.74]



99 750 960

Piston: 99750600; Cylinder liner: 89532110



89 532 110

N - Wet cylinder liner; finished; A=134 C=147 L=287.5 H+F=11.52+3.48 Y=14.1



87 269 600

SET PL STD \varnothing 86.018 / 90.925 / 45.700 / 2.418 St/B/G

87 515 600

SET HL STD \varnothing 100.000 / 104.978 / 37.300 / 2.452 St/B/G



48151

EX; 46 x 11 x 167.2 x I/S - Cr - 45° - 9 - III
OES specification



RK-11H

105-35037

IN; 50 x 11 x 167.4 x S - Cr - 30° - 9 - III

39

120,65



TMD 100

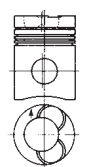
A, D

10.1965 →

D A 6 9600 cm³ 2V 143-194 kW 195-264 PS \bar{H} 140



91 359 600



Cyl. \varnothing : 120.65; KH: 109.45; VT1: -1; VT2: -1.3; MT: -27.65; M \varnothing : 71; GL: 166.45; piston pin: 52x106; number of piston rings: 4
RTK
R 2,385 MO G6
M 3,16
M 3,16
DSF 4,74 CR
→ 80 00281 1 0 ..., 80 00281 1 1 ..., 80 00281 1 2 ..., 80 00281 6 1 ...



80 00281 1 0 000

Cyl. \varnothing : 120.65; Set: 1; [R G6 CR 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]

80 00281 1 1 000

Cyl. \varnothing : 120.65; Set: 1; [R G6 CR 2.385] [M IW CR 3.16] [N 3.16] [DSF CR 4.74]

80 00281 1 2 000

Cyl. \varnothing : 120.65; Set: 1; [R G6 MO 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]

80 00281 6 0 000

Cyl. \varnothing : 120.65; Set: 6; [R G6 CR 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]

80 00281 6 1 000

Cyl. \varnothing : 120.65; Set: 6; [R G6 CR 2.385] [M IW CR 3.16] [N 3.16] [DSF CR 4.74]



91 359 960

Piston: 91359600; Cylinder liner: 88476110

cont...

V



TRW
EngineComponents

PIERBURG

PIERBURG
VOLVO



88 476 110

N - Wet cylinder liner; finished; A=134 C=147 L=294 H+F=11.74+0.8 Y=26

40



120,65

TMD 102

A, C

1988 → 2000

D

LA

6

9600 cm³

2V

104-200 kW

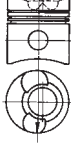
141-272 PS

£ 14,3:1

H 140



93 734 600



Cyl. Ø: 120.65; KH: 109.4; VT1: -1.9; MT: -23.15; MØ: 76; GL: 166.4; piston pin: 52x106; number of piston rings: 3
RTK

R 2,385 MO G6

M 3,16 CR

DSF 4,74 CR

→ 80 00282 1 0 ..., 80 00282 6 0 ...



80 00282 1 0 000

Cyl. Ø: 120.65; Set: 1; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]

80 00282 6 0 000

Cyl. Ø: 120.65; Set: 6; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]



93 734 960

Piston: 93734600; Cylinder liner: 89175110, Engine TD 100

93 734 961

Piston: 93734600; Cylinder liner: 89427110, Engine TD 101



89 175 110

N - Wet cylinder liner; finished; A=134 C=147 L=296.5 H+F=11.52+3.5



89 427 110

N - Wet cylinder liner; finished; A=134 C=147 L=296.5 H+F=11.52+3.5



48301

EX; 46 x 11 x 167.1 x A/S - Cr - 45° - 19 - III



RK-11H

48151

EX; 46 x 11 x 167.2 x I/S - Cr - 45° - 9 - III
OES specification



81-47104

EX; 18/ x 11 x 66 G1

48300

EX; 46 x 11 x 167.3 x A/S - Cr - 45° - 9 - III
IAM specification

81-47117

IN; 17.98/ x 11 x 82 G3

105-34131

IN; 50 x 11 x 167.2 x S - Cr - 30° - 19 - III

81-47109

IN; 18.03/ x 11 x 82 G1

105-35037

IN; 50 x 11 x 167.4 x S - Cr - 30° - 9 - III



92-47015

EX; 49.09 x 40 x 9.45; G1; 45°

92-47011

IN; 54.061 x 44.35 x 6.68; G1; 30°

41



120,65

TWD 1030 Euro 1

ME

01.1993 →

D

LA

6

9600 cm³

2V

235 kW

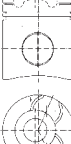
320 PS

£ 18:1

H 140



99 750 600



Cyl. Ø: 120.64; KH: 92.5; VT1: -2; VT2: -2; MT: -21.8; MØ: 67.5; GL: 144.5; piston pin: 52x98; number of piston rings: 3
RTK

T15 3,5 MO G6

M 3,16 CR

DSF 4,74 CR

→ 80 00395 1 0 ...



80 00395 1 0 000

Cyl. Ø: 120.65; Set: 1; [T15 G6 IF MO 3.5] [M IW CR 3.16] [DSF CR 4.74]



99 750 960

Piston: 99750600; Cylinder liner: 89532110



89 532 110

N - Wet cylinder liner; finished; A=134 C=147 L=287.5 H+F=11.52+3.48 Y=14.1

42



123

D 11

A-A

2007 →

D

LA

6

10800 cm³

4V

493 kW

670 PS

£ 16,5:1

H 152



MK-8H

43



123

D 11

A-B

2008 →

D

LA

6

10800 cm³

4V

493 kW

670 PS

£ 16,5:1

H 152



MK-8H



50005634-1

V

44



130,175

D 120

A

02.1972 → 06.1982

D

AN

6

12000 cm³

2V

142 kW

193 PS

£ 17:1

H 150



92-47009

EX; 56.6 x 44.95 x 9.45; G1; 45°

92-47007

IN; 59.12 x 49 x 6.8; G1; 30°



45

130,175



TAD 121

CHC

1983 → 1988

D AN 6 12000 cm³ 2V 238 kW 324 PS ξ 14,2:1 150

TID 120

FG

D LA 6 12000 cm³ 2V 217-264 kW 295-359 PS ξ 13,3:1 150



93 249 600

Cyl. Ø: 130.175; KH: 114.2; VT1: -2.6; MT: -27.1; MØ: 83; GL: 175.2; piston pin: 55x114; number of piston rings: 3
RTK



R 2,385 MO G6

M 3,16 CR

DSF 4,75 CR

→ 80 00283 1 2 ..., 80 00283 6 2 ...



80 00283 1 2 000

Cyl. Ø: 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]

80 00283 6 2 000

Cyl. Ø: 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]



93 249 960

Piston: 93249600; Cylinder liner: 89084110, **TAD 121 CHC**: →mot. 468 702

93 249 961

Piston: 93249600; Cylinder liner: 89328110, **TAD 121 CHC**: mot. 470 130→

93 249 962

Piston: 93249600; Cylinder liner: 89399110

93 249 963

Piston: 93249600; Cylinder liner: 89521110

93 249 964

Piston: 93249600; Cylinder liner: 89522110



89 328 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3

89 522 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3

89 084 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3

89 521 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3

89 399 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3



81-47104

EX; 18/ x 11 x 66 G1

81-47117

IN; 17.98/ x 11 x 82 G3

81-47109

IN; 18.03/ x 11 x 82 G1



92-47009

EX; 56.6 x 44.95 x 9.45; G1; 45°

92-47007

IN; 59.12 x 49 x 6.8; G1; 30°

46

130,175



TAD 1230

G

01.1993 →

D LA 6 12130 cm³ 2V 294-349 kW 400-475 PS ξ 16:1 150

TD 1210

G

10.1991 →

D LA 6 12000 cm³ 2V 230 kW 313 PS 150

TWD 1211

G

1993 →

D LA 6 12000 cm³ 2V 260-325 kW 354-442 PS 150

TWD 1231

VE

D LA 6 12000 cm³ 2V 310 kW 422 PS 150



99 966 600

Cyl. Ø: 130.175; KH: 114.2; VT1: -2.5; MT: -26; MØ: 80; GL: 172.2; piston pin: 55x114; number of piston rings: 3
RTK



T15 3,5 MO G6

M 3,16 CR

DSF 4,75 CR

→ 80 00362 1 0 ...



80 00362 1 0 000

Cyl. Ø: 130.175; Set: 1; [T15 G6 IF MO 3.5] [M IF CR 3.16] [DSF CR 4.75]



99 966 961

Piston: 99966600; Cylinder liner: 89399110



89 399 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3



92-47009

EX; 56.6 x 44.95 x 9.45; G1; 45°

92-47007

IN; 59.12 x 49 x 6.8; G1; 30°



47		130,175	
	TAD 1230	GE, P	
		01.1993→	D LA 6 12130 cm ³ 2V 294-350 kW 400-476 PS £16:1 H 150
	TAD 1231 Euro 1	GE	
		1993→	D LA 6 12130 cm ³ 2V 260-304 kW 354-413 PS £16:1 H 150
	TAD 1232 Euro 1	GE	
		1993→	D LA 6 12130 cm ³ 2V 300-354 kW 408-481 PS £17,5:1 H 150
	99 966 600	Cyl. Ø: 130.175; KH: 114.2; VT1: -2.5; MT: -26; MØ: 80; GL: 172.2; piston pin: 55x114; number of piston rings: 3	
		RTK	
		T15 3,5 MO G6	
		M 3,16 CR	
		DSF 4,75 CR	
		→ 80 00362 1 0 ...	
	80 00362 1 0 000	Cyl. Ø: 130.175; Set: 1; [T15 G6 IF MO 3.5] [M IF CR 3.16] [DSF CR 4.75]	
	99 966 961	Piston: 99966600; Cylinder liner: 89399110	
	89 399 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3	
48		130,175	
	TAMD 120	A	
		07.1972→12.1980	D LA 6 12000 cm ³ 2V 227-265 kW 308-360 PS £14,2:1 H 150
	93 249 600	Cyl. Ø: 130.175; KH: 114.2; VT1: -2.6; MT: -27.1; MØ: 83; GL: 175.2; piston pin: 55x114; number of piston rings: 3	
		RTK	
		R 2,385 MO G6	
		M 3,16 CR	
		DSF 4,75 CR	
		→ 80 00283 1 2 ... , 80 00283 6 2 ...	
	80 00283 1 2 000	Cyl. Ø: 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]	
	80 00283 6 2 000	Cyl. Ø: 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]	
	93 249 960	Piston: 93249600; Cylinder liner: 89084110, →mot. 468 702	
	93 249 961	Piston: 93249600; Cylinder liner: 89328110, mot. 470 130→	
	93 249 962	Piston: 93249600; Cylinder liner: 89399110	
	93 249 963	Piston: 93249600; Cylinder liner: 89521110	
	93 249 964	Piston: 93249600; Cylinder liner: 89522110	
	89 328 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3	
	89 522 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3	
	89 084 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3	
	89 521 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3	
	89 399 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3	
	78 518 600	PAIR PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 78 518 610 0,25 / 78 518 620 0,50 / 78 518 630 0,75	
	78 519 600	PAIR HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75	
	78 520 600	PAIR AS STD Ø 117.100 / 139.650 // 3.213 St/B	
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD	
	77 326 693	SET PL-B SEMI Ø 55.026 / 60.456 / 48.150 / St/B	
	87 561 600	SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75	
	87 562 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 562 610 0,25 / 87 562 620 0,50 / 87 562 630 0,75	
	105-34611	EX; 50 x 11 x 167.2 x A/S - Cr - 45° - VS - 19 - III	
	48303	EX; 50 x 11 x 167.3 x A/S - Cr - 45° - VS - 9 - III	
	105-34610	IN; 54 x 11 x 167.2 x S - Cr - 30° - 19 - III	
	105-34949	IN; 54 x 11 x 167.3 x S - Cr - 30° - 9 - III	
	92-47009	EX; 56.6 x 44.95 x 9.45; G1; 45°	
	92-47007	IN; 59.12 x 49 x 6.8; G1; 30°	
	RK-11H		
	81-47104	EX; 18/ x 11 x 66 G1	
	81-47117	IN; 17.98/ x 11 x 82 G3	
	81-47109	IN; 18.03/ x 11 x 82 G1	



49



130,175



TAMD 120

B

1980 → 1983

D

LA

6

12000 cm³

2V

227-294 kW

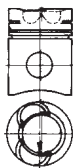
308-400 PS

ε 14,2:1

150



93 369 700



Cyl. Ø: 130.175; KH: 114.2; VT1: -2.6; MT: -27.9; MØ: 79; GL: 175.2; piston pin: 55x114; number of piston rings: 3
RTK
R 2,385 MO G6
M 3,16 CR
DSF 4,75 CR
→ 80 00283 1 2 ..., 80 00283 6 2 ...



80 00283 1 2 000

Cyl. Ø: 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]

80 00283 6 2 000

Cyl. Ø: 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]



93 369 970

Piston: 93369700; Cylinder liner: 89084110, →mot. 468 702

93 369 971

Piston: 93369700; Cylinder liner: 89328110, mot. 470 130→

93 369 972

Piston: 93369700; Cylinder liner: 89399110

93 369 973

Piston: 93369700; Cylinder liner: 89521110

93 369 974

Piston: 93369700; Cylinder liner: 89522110



89 328 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3

89 522 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3

89 084 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3

89 521 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3

89 399 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3



78 518 600

PAIR PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G

78 518 610 0,25 / 78 518 620 0,50 / 78 518 630 0,75

78 519 600

PAIR HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G

78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75

78 520 600

PAIR AS STD Ø 117.100 / 139.650 // 3.213 St/B

77 157 690

SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 /

72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W;

NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W

77 157 600 STD

77 326 693

SET PL-B SEMI Ø 55.026 / 60.456 / 48.150 / St/B

87 561 600

SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G

87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75

87 562 600

SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G

87 562 610 0,25 / 87 562 620 0,50 / 87 562 630 0,75



105-34611

EX; 50 x 11 x 167.2 x A/S - Cr - 45° - VS - 19 - III

48303

EX; 50 x 11 x 167.3 x A/S - Cr - 45° - VS - 9 - III

105-34610

IN; 54 x 11 x 167.2 x S - Cr - 30° - 19 - III

105-34949

IN; 54 x 11 x 167.3 x S - Cr - 30° - 9 - III



92-47009

EX; 56.6 x 44.95 x 9.45; G1; 45°

92-47007

IN; 59.12 x 49 x 6.8; G1; 30°



RK-11H



81-47104

EX; 18/ x 11 x 66 G1

81-47117

IN; 17.98/ x 11 x 82 G3

81-47109

IN; 18.03/ x 11 x 82 G1

50



130,175



TAMD 120

D

D

LA

6

12000 cm³

2V

227-273 kW

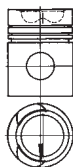
308-371 PS

ε 13,3:1

150



93 249 600



Cyl. Ø: 130.175; KH: 114.2; VT1: -2.6; MT: -27.1; MØ: 83; GL: 175.2; piston pin: 55x114; number of piston rings: 3
RTK
R 2,385 MO G6
M 3,16 CR
DSF 4,75 CR
→ 80 00283 1 2 ..., 80 00283 6 2 ...



80 00283 1 2 000

Cyl. Ø: 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]

80 00283 6 2 000

Cyl. Ø: 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]



93 249 960

Piston: 93249600; Cylinder liner: 89084110, →mot. 468 702

93 249 961

Piston: 93249600; Cylinder liner: 89328110, mot. 470 130→

93 249 962

Piston: 93249600; Cylinder liner: 89399110

93 249 963

Piston: 93249600; Cylinder liner: 89521110

93 249 964

Piston: 93249600; Cylinder liner: 89522110



89 328 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3

89 522 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3

89 084 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3

cont...

V



89 521 110 N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3
89 399 110 N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3

51 **130,175**



TAMD 121

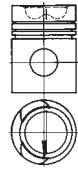
C

03.1983 → 1986 D LA 6 12000 cm³ 2V 300 kW 408 PS £ 14,2:1 150

TAMD 121

D

1983 → 1988 D A 6 12000 cm³ 2V 217-310 kW 295-420 PS £ 14,2:1 150



93 249 600 Cyl. Ø: 130.175; KH: 114.2; VT1: -2.6; MT: -27.1; MØ: 83; GL: 175.2; piston pin: 55x114; number of piston rings: 3
 RTK
 R 2,385 MO G6
 M 3,16 CR
 DSF 4,75 CR
 → **80 00283 1 2 ...**, **80 00283 6 2 ...**



80 00283 1 2 000 Cyl. Ø: 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]

80 00283 6 2 000 Cyl. Ø: 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]



93 249 960 Piston: 93249600; Cylinder liner: 89084110, →mot. 468 702

93 249 961 Piston: 93249600; Cylinder liner: 89328110, mot. 470 130→

93 249 962 Piston: 93249600; Cylinder liner: 89399110

93 249 963 Piston: 93249600; Cylinder liner: 89521110

93 249 964 Piston: 93249600; Cylinder liner: 89522110



89 328 110 N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3

89 522 110 N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3

89 084 110 N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3

89 521 110 N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3

89 399 110 N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3



78 518 600 PAIR PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G

78 518 610 0,25 / 78 518 620 0,50 / 78 518 630 0,75

78 519 600 PAIR HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G

78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75

78 520 600 PAIR AS STD Ø 117.100 / 139.650 / / 3.213 St/B

77 157 690 SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 /

72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W;

NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W

77 157 600 STD

87 271 600 SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G

87 271 610 0,25 / 87 271 620 0,50 / 87 271 630 0,75, 10.1984→, mot. 80371→

87 561 600 SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G

87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75

87 562 600 SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G

87 562 610 0,25 / 87 562 620 0,50 / 87 562 630 0,75, →10.1984, →mot. 80370



48303 EX; 50 x 11 x 167.3 x A/S - Cr - 45° - VS - 9 - III



RK-11H

105-34949 IN; 54 x 11 x 167.3 x S - Cr - 30° - 9 - III



81-47104

EX; 18/ x 11 x 66 G1



92-47009 EX; 56.6 x 44.95 x 9.45; G1; 45°

81-47117

IN; 17.98/ x 11 x 82 G3

92-47007 IN; 59.12 x 49 x 6.8; G1; 30°

81-47109

IN; 18.03/ x 11 x 82 G1

52 **130,175**



TAMD 122

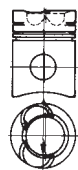
A

03.1988 → 2002 D LA 6 12000 cm³ 2V 135-294 kW 183-400 PS £ 14,2:1 150

TMD 122

A

01.1988 → 2000 D LA 6 12000 cm³ 2V 221-235 kW 300-320 PS £ 14,2:1 150



90 924 600 Cyl. Ø: 130.175; KH: 114.2; VT1: -2.6; MT: -25.4; MØ: 79; GL: 175.2; piston pin: 55x114; number of piston rings: 3
 RTK
 R 2,385 MO G6
 M 3,16 CR
 DSF 4,75 CR
 → **80 00283 1 2 ...**, **80 00283 6 2 ...**



80 00283 1 2 000 Cyl. Ø: 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]

80 00283 6 2 000 Cyl. Ø: 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]



90 924 960 Piston: 90924600; Cylinder liner: 89399110

90 924 962 Piston: 90924600; Cylinder liner: 89522110

cont...



	89 522 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3
	89 399 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3
	78 519 600	PAIR HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75
	78 520 600	PAIR AS STD Ø 117.100 / 139.650 // 3.213 St/B
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
	87 271 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 271 610 0,25 / 87 271 620 0,50 / 87 271 630 0,75
	87 561 600	SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75
	48303	EX; 50 x 11 x 167.3 x A/S - Cr - 45° - VS - 9 - III
	105-34949	IN; 54 x 11 x 167.3 x S - Cr - 30° - 9 - III
	92-47009	EX; 56.6 x 44.95 x 9.45; G1; 45°
	92-47007	IN; 59.12 x 49 x 6.8; G1; 30°
	RK-11H	
	81-47104	EX; 18/ x 11 x 66 G1
	81-47117	IN; 17.98/ x 11 x 82 G3
	81-47109	IN; 18.03/ x 11 x 82 G1

53 **130,175**

TAMD 122

AF

1991 → 1991

D LA 6 12000 cm³ 2V 135-294 kW 183-400 PS €14,2:1 150

	90 924 600	Cyl. Ø: 130.175; KH: 114.2; VT1: -2.6; MT: -25.4; MØ: 79; GL: 175.2; piston pin: 55x114; number of piston rings: 3 RTK R 2,385 MO G6 M 3,16 CR DSF 4,75 CR → 80 00283 1 2 ... , 80 00283 6 2 ...
	80 00283 1 2 000	Cyl. Ø: 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]
	80 00283 6 2 000	Cyl. Ø: 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]
	90 924 960	Piston: 90924600; Cylinder liner: 89399110
	90 924 962	Piston: 90924600; Cylinder liner: 89522110
	89 522 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3
	89 399 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3

54 **130,175**

TAMD 122

C, P-A, P-B, P-C

02.1995 →

D LA 6 12000 cm³ 2V 127-449 kW 173-610 PS €14,2:1 150

	48303	EX; 50 x 11 x 167.3 x A/S - Cr - 45° - VS - 9 - III
	105-34949	IN; 54 x 11 x 167.3 x S - Cr - 30° - 9 - III
	92-47009	EX; 56.6 x 44.95 x 9.45; G1; 45°
	92-47007	IN; 59.12 x 49 x 6.8; G1; 30°
	RK-11H	
	81-47104	EX; 18/ x 11 x 66 G1
	81-47117	IN; 17.98/ x 11 x 82 G3
	81-47109	IN; 18.03/ x 11 x 82 G1

55 **130,175**

TAMD 122

D

1988 →

D LA 6 12000 cm³ 2V 318-340 kW 432-462 PS €14,2:1 150

	99 488 600	Cyl. Ø: 130.175; KH: 114.2; VT1: -2.5; MT: -27.1; MØ: 83; GL: 175.2; piston pin: 55x114; number of piston rings: 3 RTK T15 3,5 MO G6 M 3,16 CR DSF 4,75 CR → 80 00362 1 0 ...
	80 00362 1 0 000	Cyl. Ø: 130.175; Set: 1; [T15 G6 IF MO 3.5] [M IF CR 3.16] [DSF CR 4.75]
	99 488 960	Piston: 99488600; Cylinder liner: 89328110
	99 488 961	Piston: 99488600; Cylinder liner: 89399110
	89 328 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3
	89 399 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3
	78 519 600	PAIR HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75
	78 520 600	PAIR AS STD Ø 117.100 / 139.650 // 3.213 St/B

cont...

V



TRW
EngineComponents



VOLVO

	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD	
	87 271 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 271 610 0,25 / 87 271 620 0,50 / 87 271 630 0,75	
	87 561 600	SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75	
	48303	EX; 50 x 11 x 167.3 x A/S - Cr - 45° - VS - 9 - III	RK-11H
	105-34949	IN; 54 x 11 x 167.3 x S - Cr - 30° - 9 - III	81-47104 EX; 18/ x 11 x 66 G1
	92-47009	EX; 56.6 x 44.95 x 9.45; G1; 45°	81-47117 IN; 17.98/ x 11 x 82 G3
	92-47007	IN; 59.12 x 49 x 6.8; G1; 30°	81-47109 IN; 18.03/ x 11 x 82 G1

56		130,175
	TAMD 122	P
	02.1995 →	D LA 6 12000 cm³ 2V 426-450 kW 580-612 PS £ 15,1:1 H 150
	78 519 600	PAIR HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75
	78 520 600	PAIR AS STD Ø 117.100 / 139.650 // 3.213 St/B
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
	87 271 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 271 610 0,25 / 87 271 620 0,50 / 87 271 630 0,75
	87 561 600	SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75

57		130,175	
	TD 120	A	
	02.1972 → 09.1980	D A 6 12000 cm³ 2V 215-243 kW 292-330 PS £ 15:1 H 150	
	93 250 600	Cyl. Ø: 130.175; KH: 114.2; VT1: -1.9; MT: -31.55; MØ: 75; GL: 175.2; piston pin: 55x114; number of piston rings: 3 RTK R 2,385 MO G6 M 3,16 CR DSF 4,75 CR → 80 00283 1 2 ... , 80 00283 6 2 ...	
	80 00283 1 2 000	Cyl. Ø: 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]	
	80 00283 6 2 000	Cyl. Ø: 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]	
	93 250 960	Piston: 93250600; Cylinder liner: 89084110	
	93 250 961	Piston: 93250600; Cylinder liner: 89521110	
	89 084 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3	
	89 521 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3	
	78 518 600	PAIR PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 78 518 610 0,25 / 78 518 620 0,50 / 78 518 630 0,75	
	78 519 600	PAIR HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75	
	78 520 600	PAIR AS STD Ø 117.100 / 139.650 // 3.213 St/B	
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD	
	77 326 693	SET PL-B SEMI Ø 55.026 / 60.456 / 48.150 / St/B	
	87 561 600	SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75	
	87 562 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 562 610 0,25 / 87 562 620 0,50 / 87 562 630 0,75	
	105-34611	EX; 50 x 11 x 167.2 x A/S - Cr - 45° - VS - 19 - III	RK-11H
	48303	EX; 50 x 11 x 167.3 x A/S - Cr - 45° - VS - 9 - III	81-47104 EX; 18/ x 11 x 66 G1
	105-34610	IN; 54 x 11 x 167.2 x S - Cr - 30° - 19 - III	81-47117 IN; 17.98/ x 11 x 82 G3
	105-34949	IN; 54 x 11 x 167.3 x S - Cr - 30° - 9 - III	81-47109 IN; 18.03/ x 11 x 82 G1
	92-47009	EX; 56.6 x 44.95 x 9.45; G1; 45°	
	50 004 876	EX; 56.66 x 45 x 9.45; ST; 45°	
	50 004 875	IN; 59.11 x 49 x 6.75; ST; 30°	

cont...



TRW
EngineComponents



VOLVO

92-47007 IN; 59.12 x 49 x 6.8; G1; 30°

58

130,175



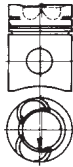
TD 120

F

03.1982 → 05.1982 D LA 6 12000 cm³ 2V 265 kW 360 PS ξ 14,2:1 \bar{H} 150



93 369 700



Cyl. \varnothing : 130.175; KH: 114.2; VT1: -2.6; MT: -27.9; M \varnothing : 79; GL: 175.2; piston pin: 55x114; number of piston rings: 3
RTK

R 2,385 MO G6

M 3,16 CR

DSF 4,75 CR

→ **80 00283 1 2 ...**, **80 00283 6 2 ...**



80 00283 1 2 000

Cyl. \varnothing : 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]

80 00283 6 2 000

Cyl. \varnothing : 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]



93 369 970

Piston: 93369700; Cylinder liner: 89084110, →mot. 468 702

93 369 971

Piston: 93369700; Cylinder liner: 89328110, mot. 470 130→

93 369 972

Piston: 93369700; Cylinder liner: 89399110

93 369 973

Piston: 93369700; Cylinder liner: 89521110

93 369 974

Piston: 93369700; Cylinder liner: 89522110



89 328 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3

89 522 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3

89 084 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3

89 521 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3

89 399 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3



78 518 600

PAIR PL STD \varnothing 92.042 / 96.837 / 46.200 / 2.362 St/B/G

78 518 610 0,25 / 78 518 620 0,50 / 78 518 630 0,75

78 519 600

PAIR HL STD \varnothing 107.937 / 113.040 / 37.100 / 2.515 St/B/G

78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75

78 520 600

PAIR AS STD \varnothing 117.100 / 139.650 // 3.213 St/B

77 157 690

SET NW-L SEMI \varnothing 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI \varnothing 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI \varnothing 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI \varnothing 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI \varnothing 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI \varnothing 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI \varnothing 63.465 / 66.675 / 25.650 / St/W
77 157 600 STD

77 326 693

SET PL-B SEMI \varnothing 55.026 / 60.456 / 48.150 / St/B

87 561 600

SET HL STD \varnothing 107.937 / 113.040 / 37.100 / 2.515 St/B/G

87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75

87 562 600

SET PL STD \varnothing 92.042 / 96.837 / 46.200 / 2.362 St/B/G

87 562 610 0,25 / 87 562 620 0,50 / 87 562 630 0,75, →10.1984, →mot. 80370



48303

EX; 50 x 11 x 167.3 x A/S - Cr - 45° - VS - 9 - III



RK-11H

105-34949

IN; 54 x 11 x 167.3 x S - Cr - 30° - 9 - III



81-47104

EX; 18/ x 11 x 66 G1



50 004 876

EX; 56.66 x 45 x 9.45; ST; 45°

81-47117

IN; 17.98/ x 11 x 82 G3

50 004 875

IN; 59.11 x 49 x 6.75; ST; 30°

81-47109

IN; 18.03/ x 11 x 82 G1



50 005 602

→mot. 34000

59

130,175



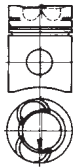
TD 120

G

01.1980 → 06.1983 D A 6 12000 cm³ 2V 225-256 kW 306-348 PS ξ 13,3:1 \bar{H} 150



93 369 700



Cyl. \varnothing : 130.175; KH: 114.2; VT1: -2.6; MT: -27.9; M \varnothing : 79; GL: 175.2; piston pin: 55x114; number of piston rings: 3
RTK

R 2,385 MO G6

M 3,16 CR

DSF 4,75 CR

→ **80 00283 1 2 ...**, **80 00283 6 2 ...**



80 00283 1 2 000

Cyl. \varnothing : 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]

80 00283 6 2 000

Cyl. \varnothing : 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]



93 369 970

Piston: 93369700; Cylinder liner: 89084110, →mot. 468 702

93 369 971

Piston: 93369700; Cylinder liner: 89328110, mot. 470 130→

93 369 972

Piston: 93369700; Cylinder liner: 89399110

93 369 973

Piston: 93369700; Cylinder liner: 89521110

93 369 974

Piston: 93369700; Cylinder liner: 89522110



89 328 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3

89 522 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3

cont...

V



TRW
EngineComponents



VOLVO

89 084 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3
89 521 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3
89 399 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3
78 518 600	PAIR PL STD \varnothing 92.042 / 96.837 / 46.200 / 2.362 St/B/G 78 518 610 0,25 / 78 518 620 0,50 / 78 518 630 0,75
78 519 600	PAIR HL STD \varnothing 107.937 / 113.040 / 37.100 / 2.515 St/B/G 78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75
78 520 600	PAIR AS STD \varnothing 117.100 / 139.650 // 3.213 St/B
77 157 690	SET NW-L SEMI \varnothing 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI \varnothing 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI \varnothing 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI \varnothing 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI \varnothing 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI \varnothing 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI \varnothing 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
77 326 693	SET PL-B SEMI \varnothing 55.026 / 60.456 / 48.150 / St/B
87 561 600	SET HL STD \varnothing 107.937 / 113.040 / 37.100 / 2.515 St/B/G 87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75
87 562 600	SET PL STD \varnothing 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 562 610 0,25 / 87 562 620 0,50 / 87 562 630 0,75, →10.1984, →mot. 80370
48303	EX; 50 x 11 x 167.3 x A/S - Cr - 45° - VS - 9 - III
105-34949	IN; 54 x 11 x 167.3 x S - Cr - 30° - 9 - III
92-47009	EX; 56.6 x 44.95 x 9.45; G1; 45°
50 004 876	EX; 56.66 x 45 x 9.45; ST; 45°
50 004 875	IN; 59.11 x 49 x 6.75; ST; 30°
92-47007	IN; 59.12 x 49 x 6.8; G1; 30°
50 005 602	→mot. 34000

RK-11H	
81-47104	EX; 18/ x 11 x 66 G1
81-47117	IN; 17.98/ x 11 x 82 G3
81-47109	IN; 18.03/ x 11 x 82 G1

60 **130,175**
TD 120 **GG**
D A 6 12000 cm³ 2V 178-223 kW 242-303 PS ξ 15:1 \bar{H} 150

93 249 600	Cyl. \varnothing : 130.175; KH: 114.2; VT1: -2.6; MT: -27.1; M \varnothing : 83; GL: 175.2; piston pin: 55x114; number of piston rings: 3 RTK R 2,385 MO G6 M 3,16 CR DSF 4,75 CR → 80 00283 1 2 ... , 80 00283 6 2 ...
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80 00283 1 2 000	Cyl. \varnothing : 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]
80 00283 6 2 000	Cyl. \varnothing : 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]
93 249 960	Piston: 93249600; Cylinder liner: 89084110
93 249 961	Piston: 93249600; Cylinder liner: 89328110
93 249 962	Piston: 93249600; Cylinder liner: 89399110
93 249 963	Piston: 93249600; Cylinder liner: 89521110
93 249 964	Piston: 93249600; Cylinder liner: 89522110

89 328 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3
89 522 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3
89 084 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3
89 521 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3
89 399 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3

48303	EX; 50 x 11 x 167.3 x A/S - Cr - 45° - VS - 9 - III
105-34949	IN; 54 x 11 x 167.3 x S - Cr - 30° - 9 - III
92-47009	EX; 56.6 x 44.95 x 9.45; G1; 45°
92-47007	IN; 59.12 x 49 x 6.8; G1; 30°

RK-11H	
81-47104	EX; 18/ x 11 x 66 G1
81-47117	IN; 17.98/ x 11 x 82 G3
81-47109	IN; 18.03/ x 11 x 82 G1

61 **130,175**
TD 121 **G**
01.1984→ D A 6 12000 cm³ 2V 215-256 kW 292-348 PS ξ 14,2:1 \bar{H} 150

80 00283 1 2 000	Cyl. \varnothing : 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]
80 00283 6 2 000	Cyl. \varnothing : 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]
89 328 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3
89 522 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3

cont...



	78 518 600	PAIR PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 78 518 610 0,25 / 78 518 620 0,50 / 78 518 630 0,75
	78 519 600	PAIR HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75
	78 520 600	PAIR AS STD Ø 117.100 / 139.650 // 3.213 St/B
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
	87 271 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 271 610 0,25 / 87 271 620 0,50 / 87 271 630 0,75, 10.1984→, mot. 80371→
	87 561 600	SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75
	87 562 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 562 610 0,25 / 87 562 620 0,50 / 87 562 630 0,75, →10.1984, →mot. 80370
	48303	EX; 50 x 11 x 167.3 x A/S - Cr - 45° - VS - 9 - III
	105-34949	IN; 54 x 11 x 167.3 x S - Cr - 30° - 9 - III
	92-47009	EX; 56.6 x 44.95 x 9.45; G1; 45°
	50 004 876	EX; 56.66 x 45 x 9.45; ST; 45°
	50 004 875	IN; 59.11 x 49 x 6.75; ST; 30°
	92-47007	IN; 59.12 x 49 x 6.8; G1; 30°
		RK-11H
		81-47104 EX; 18/ x 11 x 66 G1
		81-47117 IN; 17.98/ x 11 x 82 G3
		81-47109 IN; 18.03/ x 11 x 82 G1

62

130,175



TD 121

GG

06.1987→

D

LA

6

12000 cm³

2V

243-283 kW

330-385 PS

ε 14,2:1

150



93 369 700

Cyl. Ø: 130.175; KH: 114.2; VT1: -2.6; MT: -27.9; MØ: 79; GL: 175.2; piston pin: 55x114; number of piston rings: 3



RTK

R 2,385 MO G6

M 3,16 CR

DSF 4,75 CR

→ **80 00283 1 2 ...**, **80 00283 6 2 ...**



80 00283 1 2 000

Cyl. Ø: 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]



80 00283 6 2 000

Cyl. Ø: 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]



93 369 970

Piston: 93369700; Cylinder liner: 89084110



93 369 971

Piston: 93369700; Cylinder liner: 89328110



93 369 972

Piston: 93369700; Cylinder liner: 89399110



93 369 973

Piston: 93369700; Cylinder liner: 89521110



93 369 974

Piston: 93369700; Cylinder liner: 89522110



89 328 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3



89 522 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3



89 084 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3



89 521 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3



89 399 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3



78 520 600

PAIR AS STD Ø 117.100 / 139.650 // 3.213 St/B



87 271 600

SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G

87 271 610 0,25 / 87 271 620 0,50 / 87 271 630 0,75



87 561 600

SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G

87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75



48303

EX; 50 x 11 x 167.3 x A/S - Cr - 45° - VS - 9 - III



105-34949

IN; 54 x 11 x 167.3 x S - Cr - 30° - 9 - III



92-47009

EX; 56.6 x 44.95 x 9.45; G1; 45°



92-47007

IN; 59.12 x 49 x 6.8; G1; 30°



RK-11H



81-47117

IN; 17.98/ x 11 x 82 G3

81-47109

IN; 18.03/ x 11 x 82 G1

63

130,175



TD 123

F

D

A

6

12000 cm³

2V

ε 17,8:1

150



80 00362 1 0 000

Cyl. Ø: 130.175; Set: 1; [T15 G6 IF MO 3.5] [M IF CR 3.16] [DSF CR 4.75]



78 519 600

PAIR HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G

78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75



78 520 600

PAIR AS STD Ø 117.100 / 139.650 // 3.213 St/B

cont...



TRW
EngineComponents

PIERBURG



VOLVO

77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
87 271 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 271 610 0,25 / 87 271 620 0,50 / 87 271 630 0,75
87 561 600	SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75
48303	EX; 50 x 11 x 167.3 x A/S - Cr - 45° - VS - 9 - III
105-34949	IN; 54 x 11 x 167.3 x S - Cr - 30° - 9 - III
	RK-11H

64 **130,175**
TID 121 **B**
1988 → D LA 6 12000 cm³ 2V 217-305 kW 295-415 PS £ 13,3:1 150

99 488 600	Cyl. Ø: 130.175; KH: 114.2; VT1: -2.5; MT: -27.1; MØ: 83; GL: 175.2; piston pin: 55x114; number of piston rings: 3 RTK T15 3,5 MO G6 M 3,16 CR DSF 4,75 CR → 80 00362 1 0 ...
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80 00362 1 0 000 Cyl. Ø: 130.175; Set: 1; [T15 G6 IF MO 3.5] [M IF CR 3.16] [DSF CR 4.75]

99 488 960 Piston: 99488600; Cylinder liner: 89328110
 99 488 961 Piston: 99488600; Cylinder liner: 89399110

89 328 110 N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3
 89 399 110 N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3

78 519 600	PAIR HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75
78 520 600	PAIR AS STD Ø 117.100 / 139.650 // 3.213 St/B
77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
87 271 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 271 610 0,25 / 87 271 620 0,50 / 87 271 630 0,75
87 561 600	SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75

65 **130,175**
TMD 120 **B**
06.1982 → 1983 D A 6 12000 cm³ 2V 211-240 kW 287-326 PS £ 15:1 150

105-34611	EX; 50 x 11 x 167.2 x A/S - Cr - 45° - VS - 19 - III	RK-11H
48303	EX; 50 x 11 x 167.3 x A/S - Cr - 45° - VS - 9 - III	81-47104 EX; 18/ x 11 x 66 G1
105-34610	IN; 54 x 11 x 167.2 x S - Cr - 30° - 19 - III	81-47117 IN; 17.98/ x 11 x 82 G3
105-34949	IN; 54 x 11 x 167.3 x S - Cr - 30° - 9 - III	81-47109 IN; 18.03/ x 11 x 82 G1
92-47009	EX; 56.6 x 44.95 x 9.45; G1; 45°	
92-47007	IN; 59.12 x 49 x 6.8; G1; 30°	

66 **130,175**
TMD 121 **C**
1983 → 1988 D LA 6 12000 cm³ 2V 164-243 kW 223-330 PS £ 14,2:1 150

93 369 700	Cyl. Ø: 130.175; KH: 114.2; VT1: -2.6; MT: -27.9; MØ: 79; GL: 175.2; piston pin: 55x114; number of piston rings: 3 RTK R 2,385 MO G6 M 3,16 CR DSF 4,75 CR → 80 00283 1 2 ..., 80 00283 6 2 ...
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80 00283 1 2 000 Cyl. Ø: 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]
 80 00283 6 2 000 Cyl. Ø: 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]

93 369 970 Piston: 93369700; Cylinder liner: 89084110, →mot. 468 702
 93 369 971 Piston: 93369700; Cylinder liner: 89328110, mot. 470 130→
 93 369 972 Piston: 93369700; Cylinder liner: 89399110

cont...



TRW
EngineComponents





















	93 369 973	Piston: 93369700; Cylinder liner: 89521110	
	93 369 974	Piston: 93369700; Cylinder liner: 89522110	
	89 328 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3	
	89 522 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3	
	89 084 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3	
	89 521 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3	
	89 399 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3	
	78 519 600	PAIR HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75	
	78 520 600	PAIR AS STD Ø 117.100 / 139.650 // 3.213 St/B	
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD	
	87 271 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 271 610 0,25 / 87 271 620 0,50 / 87 271 630 0,75	
	87 561 600	SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75	
	48303	EX; 50 x 11 x 167.3 x A/S - Cr - 45° - VS - 9 - III	RK-11H
	105-34949	IN; 54 x 11 x 167.3 x S - Cr - 30° - 9 - III	81-47104 EX; 18/ x 11 x 66 G1
	92-47009	EX; 56.6 x 44.95 x 9.45; G1; 45°	81-47117 IN; 17.98/ x 11 x 82 G3
	92-47007	IN; 59.12 x 49 x 6.8; G1; 30°	81-47109 IN; 18.03/ x 11 x 82 G1

67		130,175	
	TWD 1210 Euro 1	G	
		09.1991 →	D LA 6 12000 cm³ 2V 160-294 kW 218-400 PS €13,3:1 150
	99 488 600	Cyl. Ø: 130.175; KH: 114.2; VT1: -2.5; MT: -27.1; MØ: 83; GL: 175.2; piston pin: 55x114; number of piston rings: 3 RTK T15 3,5 MO G6 M 3,16 CR DSF 4,75 CR → 80 00362 1 0 ...	
	80 00362 1 0 000	Cyl. Ø: 130.175; Set: 1; [T15 G6 IF MO 3.5] [M IF CR 3.16] [DSF CR 4.75]	
	99 488 960	Piston: 99488600; Cylinder liner: 89328110	
	99 488 961	Piston: 99488600; Cylinder liner: 89399110	
	89 328 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3	
	89 399 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3	
	92-47009	EX; 56.6 x 44.95 x 9.45; G1; 45°	
	92-47007	IN; 59.12 x 49 x 6.8; G1; 30°	

68		144	
	TAMD 162	A, AG, B, C	
		02.1988 →	D LA 6 16120 cm³ 2V 217-450 kW 295-612 PS €15:1 165
	TID 162	AG, AP	
		06.1987 →	D LA 6 16120 cm³ 2V 217-405 kW 295-551 PS 165
	99 365 600	Cyl. Ø: 144; KH: 110.3; MT: -32.25; MØ: 82; GL: 165.3; piston pin: 60x120.3; number of piston rings: 2 RTK, KKK T15 4 MO G6 M 3,5 MO G3 DSF 5 CR → 80 00358 1 0 ...	
	80 00358 1 0 000	Cyl. Ø: 144; Set: 1; [T15 G6 IW MO 4] [M G3 MO 3.5] [DSF CR 5]	
	99 365 960	Piston: 99365600; Cylinder liner: 89368110	
	89 368 110	N - Wet cylinder liner; finished; A=158.9 C=171.94 L=315 H+F=13.095+2 Y=15.5	








																				
		Cyl.	X	mm	cm³	Comp. Ratio	ε	kW	PS	Pos										
A 3.152	D (AN)	3	91,48	x 126,9	2503	2	17,4:1	27-35	37-48	4										
BF 4 L 1011 F Euro 1	D (A)	4	91	x 105	2732	2	17:1	48-56	65-76	1										
BF 4 L 1011 FT Euro 1	D (A)	4	91	x 105	2732	2	17:1	46-53	63-72	1										
BF 4 M 1013 Euro 1	D (A)	4	108	x 130	4764	2	17,6:1	63-93	85-127	33										
BF 4 M 1013 E Euro 2	D (LA)	4	108	x 130	4764	2	17,6:1	71-95	97-129	34										
D 7 D EAE2 Euro 2	D (LA)	6	108	x 130	7146	4		143	194	35										
D 10 B AAE2 Euro 2	D (LA)	6	120,65	x 140	9600	2		178	242	38										
D 10 B ACE2 Euro 2	D (LA)	6	120,65	x 140	9600	2	19,5:1	225	306	38										
D 10 B LAE2 Euro 2	D (LA)	6	120,65	x 140	9600	2		200	272	38										
D 42 A	D (AN)	4	105,57	x 120	4200	2	17,5:1	59	80	29										
D 45 B	D (AN)	4	105,57	x 128,5	4500	2	16,5:1	63	86	30										
D 50 A	D (AN)	6	95,25	x 120	5100	2	17:1	74-79	100-107	5										
D 50 B	D (AN)	6	95,25	x 120	5100	2	17:1	64-86	87-117	5										
D 60 A	D (AN)	6	98,43	x 120	5480	2	17:1	84-92	115-125	6										
D 70 B	D (AN)	6	104,775	x 130	6730	2	17:1	110	150	17										
D 7 D ECE2 Euro 2	D (LA)	6	108	x 130	7146	4		143	194	36										
D 7 D EEE2 Euro 2	D (LA)	6	108	x 130	7146	4		125	170	36										
D 7 D LAE2 Euro 2	D (LA)	6	108	x 130	7146	4		165	224	36										
D 7 D LBE2 Euro 2	D (LA)	6	108	x 130	7146	4		155	210	36										
F 3 L 1011 F Euro 1	D (AN)	3	91	x 105	2049	2	18,5:1	28-33	38-45	2										
F 4 L 1011 F Euro 1	D (AN)	4	91	x 105	2732	2	18,5:1	40-46	55-63	3										
TD 42 A	D (A)	4	105,57	x 120	4200	2	17,5:1	54	73	31										
TD 45 B	D (A)	4	105,57	x 128,5	4500	2	15,6:1	66-85	90-116	32										
TD 45 B EM	D (A)	4	105,57	x 128,5	4500	2	15,6:1	83	113	32										
TD 45 E	D (A)	4	105,57	x 128,5	4500	2	15,6:1	84-92	114-125	32										
TD 45 EM	D (A)	4	105,57	x 128,5	4500	2	15,6:1	85	116	32										
TD 50 A	D (A)	6	95,25	x 120	5100	2	17:1	81-108	110-147	5										
TD 50 B	D (A)	6	95,25	x 120	5100	2	17:1	108-121	147-165	5										
TD 60 A	D (A)	6	98,43	x 120	5480	2	16:1	108-132	147-180	7										
TD 60 B	D (A)	6	98,43	x 120	5480	2	16:1	113-132	155-180	8										
TD 61 A	D (LA)	6	98,43	x 120	5480	2	15:1	103-150	140-204	9										
TD 61 GB	D (LA)	6	98,43	x 120	5480	2	16:1	115-126	156-171	8										
TD 61 GD	D (LA)	6	98,43	x 120	5480	2	16:1	87-92	118-125	10										
TD 63 KBE Euro 1	D (LA)	6	98,43	x 120	5480	2	18,3:1	115-118	156-160	11										
TD 63 KEE Euro 1	D (LA)	6	98,43	x 120	5480	2	18,3:1	105	143	11										
TD 63 KFE Euro 1	D (LA)	6	98,43	x 120	5480	2	18,3:1	120-122	163-166	11										
TD 63 KGE Euro 1	D (LA)	6	98,43	x 120	5480	2	18,3:1	94	128	12										
TD 70 A	D (A)	6	104,775	x 130	6730	2	15,5:1	128-136	175-185	18										
TD 70 E	D (A)	6	104,775	x 130	6730	2		155	210	19										
TD 70 ES	D (A)	6	104,775	x 130	6730	2		155-166	210-225	20										
TD 70 F	D (A)	6	104,775	x 130	6730	2	14,5:1	162	220	21										
TD 70 FS	D (A)	6	104,775	x 130	6730	2	14,5:1	180	245	21										
TD 70 G	D (A)	6	104,775	x 130	6730	2	14,5:1	138-156	188-212	21										
TD 70 H	D (A)	6	104,775	x 130	6730	2		121-157	165-213	19										
TD 71 A	D (LA)	6	104,775	x 130	6730	2	15,5:1	169	230	22										
TD 71 G	D (A)	6	104,775	x 130	6730	2	15,5:1	137-148	186-201	23										
TD 71 G 285	D (A)	6	104,775	x 130	6730	2	15,5:1	148	201	24										
TD 71 GA	D (A)	6	104,775	x 130	6730	2	15,5:1	157	213	24										
TD 71 K	D (LA)	6	104,775	x 130	6730	2	15,5:1	169-177	230-241	25										
TD 73 KAE Euro 1	D (LA)	6	104,775	x 130	6730	2	17,6:1	150	204	26										
TD 73 KCE Euro 1	D (LA)	6	104,775	x 130	6730	2	17,7:1	174-190	233-255	27										
TD 73 KDE Euro 1	D (LA)	6	104,775	x 130	6730	2	17,6:1	130-153	177-208	26										
TD 73 KE Euro 1	D (LA)	6	104,775	x 130	6730	2	17,6:1	150	204	26										
TD 73 KFE Euro 1	D (LA)	6	104,775	x 130	6730	2	17,7:1	173-190	235-258	26										
TD 73 KGE Euro 1	D (LA)	6	104,775	x 130	6730	2	17,6:1	135	184	26										
TD 73 KHE Euro 1	D (LA)	6	104,775	x 130	6730	2	17,6:1	155	211	26										
TD 100 A	D (A)	6	120,65	x 140	9600	2	15:1	154-188	210-256	39										
TD 100 G	D (A)	6	120,65	x 140	9600	2	14,3:1	180-203	245-276	40										
TD 101 G	D (LA)	6	120,65	x 140	9600	2	14,3:1	192-202	261-275	40										
TD 102 GA	D (LA)	6	120,65	x 140	9600	2	15:1	203	276	41										
TD 102 GC Euro 1	D (A)	6	120,65	x 140	9600	2	15:1	170-180	231-245	41										
TD 102 KCE Euro 1	D (A)	6	120,65	x 140	9600	2	15:1	180	245	41										
TD 102 KF Euro 1	D (A)	6	120,65	x 140	9600	2	15:1	200	272	41										
TD 103 KAE Euro 2	D (LA)	6	120,65	x 140	9600	2	18:1	190	258	42										
TD 103 KBE Euro 2	D	6	120,65	x 140	9600	2	18:1	214-216	291-294	43										
TD 103 KCE Euro 2	D (LA)	6	120,65	x 140	9600	2	18:1	186-189	253-257	43										
TD 120 G	D (A)	6	130,175	x 150	12000	2	13,3:1	225-256	306-348	44										
TD 121 G	D (A)	6	130,175	x 150	12000	2	14,2:1	215-256	292-348	45										



TRW
EngineComponents

PIERBURG

VOLVO-BM

		Cyl.	 mm	cm ³		Comp. Ratio ϵ	kW	PS	Pos
TD 121 K	D (A)	6	130,175 x 150	12000	2	14,2:1	288	392	46
TD 122 GA	D (LA)	6	130,175 x 150	12000	2	15:1	179-262	243-356	47
TD 122 GH	D (LA)	6	130,175 x 150	12000	2	15:1	207-262	281-356	47
TD 122 KAE	D (LA)	6	130,175 x 150	12000	2	15:1	241-245	328-333	48
TD 122 KC	D (LA)	6	130,175 x 150	12000	2	15:1	276	375	48
TD 122 KE	D (LA)	6	130,175 x 150	12000	2	15:1	276-291	375-396	47
TD 122 KFE	D (LA)	6	130,175 x 150	12000	2	16:1	280-297	308-404	49
TD 122 KHE	D (LA)	6	130,175 x 150	12000	2	15:1	209	284	50
TD 122 KKE	D (LA)	6	130,175 x 150	12000	2	15:1	220-237	299-322	48
TD 122 KLE	D (LA)	6	130,175 x 150	12000	2	15:1	200	272	48
TJD 121 G	D (A)	6	130,175 x 150	12000	2	14,2:1	243	330	51
363	D (AN)	6	105	3000	2				28
1004-42	D (AN)	4	100 x 127,3	3990	2	16,5:1	64	87	14
1113	D (AN)	3	111,125 x 129,9	3780	2	16,5:1	41-46	56-63	37
1114	D (AN)	4	111,125 x 129,9	5040	2	16,5:1	55	75	37
4B 3.9 C Euro 2	D (AN)	4	102 x 120	3900	2	17,5:1	55-60	75-82	15
4.236	D (AN)	4	98,48 x 126,8	3864	2	16:1	48-60	59-80	13
6B 5.9 C Euro 2	D (AN)	6	102 x 120	5883	2	17,5:1	86-132	115-177	16





1		91								
		BF 4 L 1011 F Euro 1	01.1998 →	D A 4	2732 cm ³	2V	48-56 kW	65-76 PS	£ 17:1	105
		BF 4 L 1011 FT Euro 1	01.1998 →	D A 4	2732 cm ³	2V	46-53 kW	63-72 PS	£ 17:1	105
		L 30, L 32, L 35								

	99 516 600	Cyl. Ø: 91; KH: 55.17; MT: -18.2; MØ: 45; GL: 85.6; piston pin: 30x68; number of piston rings: 3 99 516 610 91,25 / 99 516 620 91,50 RTK T15 3 MO G6 M 2 DSF 3 CR → 80 00327 1 0 ... cyl.-head gasketpiston protrusion:
		notches more thanless than
		1 +0,590 +0,69
		2 +0,691 +0,76
		3 +0,761 +0,83
	80 00327 1 0 000	Cyl. Ø: 91; Set: 1; [T15 G6 MO 3] [M IFU 2] [DSF CR 3] 80 00327 1 0 025 91,25 / 80 00327 1 0 050 91,50
	99 516 960	Piston: 99516600; Cylinder liner: 89423110
	89 423 110	T - Dry cylinder liner; finished; A=94.015 C=99 L=180.5 H=4.56
	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A
	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50
	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50
	77 584 600	SET NW-L STD Ø 53.960 / 58.000 / 23.500 / 2.000 St/B; NW-L STD Ø 53.960 / 58.000 / 17.000 / 2.000 St/B
	77 728 690	SET PL-B SEMI Ø 30.000 / 33.000 / 26.400 / St/B
	22150	EX; 35 x 8 x 124.7 x A/S - Cr - 45° - 22 - III
	22143	IN; 40.5 x 8 x 124.9 x S - Cr - 30° - 22 - III
	92-22012	EX; 42.67 x 34.18 x 7.3; G1; 45°, →09.1999
	92-22011	IN; 37.07 x 28.6 x 7.2; G1; 45°, →09.1999
		MK-8H
		81-22108 IN/EX; 12.03/ x 8.01 x 48 G2

2		91								
		F 3 L 1011 F Euro 1	01.1997 →	D AN 3	2049 cm ³	2V	28-33 kW	38-45 PS	£ 18,5:1	105
		ZL 402								
	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A								
	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50								
	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50								
	77 583 600	SET NW-L STD Ø 53.960 / 58.000 / 23.500 / 2.000 St/B; NW-L STD Ø 53.960 / 58.000 / 17.000 / 2.000 St/B								
	77 725 690	SET PL-B SEMI Ø 26.000 / 29.000 / 26.400 / St/B								
	22150	EX; 35 x 8 x 124.7 x A/S - Cr - 45° - 22 - III								
	22149	IN; 40 x 8 x 124.7 x S - Cr - 45° - 22 - III								
	92-22012	EX; 42.67 x 34.18 x 7.3; G1; 45°								
	92-22011	IN; 37.07 x 28.6 x 7.2; G1; 45°								
		MK-8H								
		81-22108 IN/EX; 12.03/ x 8.01 x 48 G2								

3		91								
		F 4 L 1011 F Euro 1	01.1997 →	D AN 4	2732 cm ³	2V	40-46 kW	55-63 PS	£ 18,5:1	105
		ZL 502								
	78 778 600	PAIR AS STD Ø 75.750 / 89.750 // 2.450 St/A								
	78 938 600	PAIR HL STD Ø 69.990 / 75.000 / 28.000 / 2.490 St/A 78 938 610 0,25 / 78 938 620 0,50								
	79 241 600	PAIR PL STD Ø 54.990 / 58.510 / 25.600 / 1.748 St/A 79 241 610 0,25 / 79 241 620 0,50								
	77 584 600	SET NW-L STD Ø 53.960 / 58.000 / 23.500 / 2.000 St/B; NW-L STD Ø 53.960 / 58.000 / 17.000 / 2.000 St/B								
	77 726 690	SET PL-B SEMI Ø 26.000 / 29.000 / 26.400 / St/B								

cont...



TRW
EngineComponents

PIERBURG



PIERBURG
VOLVO-BM

	22150	EX; 35 x 8 x 124.7 x A/S - Cr - 45° - 22 - III		MK-8H
	22149	IN; 40 x 8 x 124.7 x S - Cr - 45° - 22 - III		81-22108
	92-22012	EX; 42.67 x 34.18 x 7.3; G1; 45°		IN/EX; 12.03/ x 8.01 x 48 G2
	92-22011	IN; 37.07 x 28.6 x 7.2; G1; 45°		

4		91,48	D AN 3	2503 cm ³	2V	27-35 kW	37-48 PS	ε 17,4:1	126,9
		A 3.152							
		T 320							

	91 130 600	Cyl. Ø: 91.48; KH: 57.25; GL: 108; piston pin: 31.75x75.3; number of piston rings: 5 URK R 2,385 R 2,385 LA 0,79 G 6,335 S 6,335 → 80 00159 1 0 ... Top piston - Pay attention to top clearance
	91 130 700	Cyl. Ø: 91.48; KH: 57.25; GL: 108; piston pin: 31.75x75.3; number of piston rings: 5 URK R 2,385 CR R 2,385 LA 0,79 G 6,335 S 6,335 → 80 00159 1 0 ... , 80 00159 1 1 ... Top piston - Pay attention to top clearance
	80 00159 1 0 000	Cyl. Ø: 91.48; Set: 4; [R 2.385] [R 2.385] [LA .79] [G 6.335] [S 6.335]
	80 00159 1 1 000	Cyl. Ø: 91.48; Set: 4; [R CR 2.385] [R 2.385] [LA .79] [G 6.335] [S 6.335]
	80 00572 1 0 000	Cyl. Ø: 91.48; Set: 1; [R G6 IW CR 2.385] [M IF 2.385] [NM 3.16] [DSF CR 6.335] [D 6.335]
	91 130 965	Piston: 91130600; Cylinder liner: 88552110
	91 130 967	Piston: 91130600; Cylinder liner: 88363190
	91 130 971	Piston: 91130700; Cylinder liner: 88363190
	91 130 972	Piston: 91130700; Cylinder liner: 88552110
	91 130 973	Piston: 91130700; Cylinder liner: 89042190
	88 552 110	T - Dry cylinder liner; finished; A=93.67 C=96.7 L=216 H=3.76
	88 363 190	T - Dry cylinder liner; semi; A=93.713 C=96.7 L=216 H=3.76
	89 042 190	T - Dry cylinder liner; semi; A=93.97 C=96.7 L=216 H=3.76, with outside oversize .010'

5		95,25	D 50 A	01.1966 → 12.1975	D AN 6	5100 cm ³	2V	74-79 kW	100-107 PS	ε 17:1	120
			D 50 B	08.1970 → 12.1975	D AN 6	5100 cm ³	2V	64-86 kW	87-117 PS	ε 17:1	120
			TD 50 A	03.1969 → 06.1979	D A 6	5100 cm ³	2V	81-108 kW	110-147 PS	ε 17:1	120
			TD 50 B		D A 6	5100 cm ³	2V	108-121 kW	147-165 PS	ε 17:1	120
	DR 826, DR 860, DR 861, LM 840, LM 841, LM 845, LM 846, S 650, SM 868, SM 880, SM 980, T 800, T 810, T 814										

	91 355 600	Cyl. Ø: 95.25; KH: 79.4; MT: -24.2; MØ: 50; GL: 124.4; piston pin: 40x77.3; number of piston rings: 4 RTK R 2,39 CR G6 M 3,16 M 3,16 DSF 4,75 CR → 80 00274 6 0 ...
	80 00274 6 0 000	Cyl. Ø: 95.25; Set: 12; [R G6 CR 2.39] [M 3.16] [DSF CR 4.75]
	91 355 960	Piston: 91355600; Cylinder liner: 88470110
	88 470 110	N - Wet cylinder liner; finished; A=108 C=117.1 L=234.5 H+F=11.61+0.73
	78 878 800	PAIR AS STD Ø 85.100 / 104.650 // 3.123 St/B
	77 137 600	SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G 77 137 610 0,25 / 77 137 620 0,50 / 77 137 630 0,75 / 77 137 640 1,00
	77 138 600	SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G 77 138 610 0,25 / 77 138 620 0,50
	77 139 600	SET HL STD Ø 76.162 / 81.051 / 26.500 / 2.413 St/B/G 77 139 610 0,25 / 77 139 620 0,50
	77 168 690	SET PL-B SEMI Ø 40.000 / 43.043 / 31.700 / St/B





6		98,43										
		D 60 A	1975 →	D AN 6	5480 cm ³	2V	84-92 kW	115-125 PS	£ 17:1	120		
		LM 841, LM 846, T 680, T 800										

	93 153 600	Cyl. Ø: 98.43; KH: 79.4; MT: -22.15; MØ: 54; GL: 124.4; piston pin: 40x77.3; number of piston rings: 3 RTK R 2,39 CR G3 M 3,16 DSF 4,75 CR → 80 00276 1 1 ...	
	80 00276 1 1 000	Cyl. Ø: 98.43; Set: 1; [R G3 CR 2.39] [M 3.16] [DSF CR 4.75]	
	93 153 960	Piston: 93153600; Cylinder liner: 89016110	
	89 016 110	N - Wet cylinder liner; finished; A=110 C=119.1 L=234.5 H+F=11.61+0.73 Y=15.75	
	48115	EX; 37 x 8 x 145.3 x A/S - Cr - 45° - VS - 17 - III	 RK-8 RK-8H
	48114	IN; 41 x 8 x 145.3 x S - Cr - 30° - 15 - III	
	81-4720	IN/EX; 16/ x 8 x 64.5 G1	

7		98,43										
		TD 60 A		D A 6	5480 cm ³	2V	108-132 kW	147-180 PS	£ 16:1	120		
		DR 826, DR 860, T 810, T 814										

	93 154 600	Cyl. Ø: 98.43; KH: 79.4; MT: -23.8; MØ: 54; GL: 124.4; piston pin: 40x77.3; number of piston rings: 3 RTK R 2,39 CR G3 M 3,16 DSF 4,75 CR → 80 00276 1 1 ...	
	80 00276 1 1 000	Cyl. Ø: 98.43; Set: 1; [R G3 CR 2.39] [M 3.16] [DSF CR 4.75]	
	93 154 960	Piston: 93154600; Cylinder liner: 89016110	
	93 154 961	Piston: 93154600; Cylinder liner: 89352110	
	89 016 110	N - Wet cylinder liner; finished; A=110 C=119.1 L=234.5 H+F=11.61+0.73 Y=15.75	
	89 352 110	N - Wet cylinder liner; finished; A=110 C=119.1 L=237.4 H+F=9.66+3.6 Y=21.15	
	78 878 800	PAIR AS STD Ø 85.100 / 104.650 // 3.123 St/B	
	77 137 600	SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G 77 137 610 0,25 / 77 137 620 0,50 / 77 137 630 0,75 / 77 137 640 1,00	
	77 138 600	SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G 77 138 610 0,25 / 77 138 620 0,50	
	77 139 600	SET HL STD Ø 76.162 / 81.051 / 26.500 / 2.413 St/B/G 77 139 610 0,25 / 77 139 620 0,50	
	77 168 690	SET PL-B SEMI Ø 40.000 / 43.043 / 31.700 / St/B	
	48115	EX; 37 x 8 x 145.3 x A/S - Cr - 45° - VS - 17 - III	 RK-8 RK-8H
	48114	IN; 41 x 8 x 145.3 x S - Cr - 30° - 15 - III	
	81-4720	IN/EX; 16/ x 8 x 64.5 G1	

8		98,43										
		TD 60 B	01.1979 → 07.1986	D A 6	5480 cm ³	2V	113-132 kW	155-180 PS	£ 16:1	120		
		TD 61 GB	11.1991 → 1995	D LA 6	5480 cm ³	2V	115-126 kW	156-171 PS	£ 16:1	120		
		DR 861, L 90, T 861, 2650, 2654, 4400										

	93 474 700	Cyl. Ø: 98.43; KH: 79.4; MT: -21.8; MØ: 57; GL: 124.4; piston pin: 40x77.3; number of piston rings: 3 RTK R 2,39 CR G3 M 3,16 DSF 4,75 CR → 80 00276 1 1 ...	
	80 00276 1 1 000	Cyl. Ø: 98.43; Set: 1; [R G3 CR 2.39] [M 3.16] [DSF CR 4.75]	

cont...



	93 474 970	Piston: 93474700; Cylinder liner: 89016110	
	93 474 971	Piston: 93474700; Cylinder liner: 89352110	
	89 016 110	N - Wet cylinder liner; finished; A=110 C=119.1 L=234.5 H+F=11.61+0.73 Y=15.75	
	89 352 110	N - Wet cylinder liner; finished; A=110 C=119.1 L=237.4 H+F=9.66+3.6 Y=21.15	
	78 878 800	PAIR AS STD Ø 85.100 / 104.650 // 3.123 St/B	
	77 137 600	SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G 77 137 610 0,25 / 77 137 620 0,50 / 77 137 630 0,75 / 77 137 640 1,00	
	77 138 600	SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G 77 138 610 0,25 / 77 138 620 0,50	
	77 139 600	SET HL STD Ø 76.162 / 81.051 / 26.500 / 2.413 St/B/G 77 139 610 0,25 / 77 139 620 0,50	
	77 168 690	SET PL-B SEMI Ø 40.000 / 43.043 / 31.700 / St/B	
	48115	EX; 37 x 8 x 145.3 x A/S - Cr - 45° - VS - 17 - III	RK-8 RK-8H
	48114	IN; 41 x 8 x 145.3 x S - Cr - 30° - 15 - III	
	81-4720	IN/EX; 16/ x 8 x 64.5 G1	

9 **98,43**

TD 61 A 01.1986 → D LA 6 5480 cm³ 2V 103-150 kW 140-204 PS £ 15:1 120

LM 4400

	99 408 600	Cyl. Ø: 98.43; KH: 79.4; MT: -23.5; MØ: 57; GL: 124.4; piston pin: 40x77.3; number of piston rings: 3
	RTK	
	R 2,39 CR G3	
	M 3,16	
	DSF 4,75 CR	
	→ 80 00276 1 1 ...	

80 00276 1 1 000 Cyl. Ø: 98.43; Set: 1; [R G3 CR 2.39] [M 3.16] [DSF CR 4.75]

	99 408 960	Piston: 99408600; Cylinder liner: 89352110	
	89 352 110	N - Wet cylinder liner; finished; A=110 C=119.1 L=237.4 H+F=9.66+3.6 Y=21.15	
	78 878 800	PAIR AS STD Ø 85.100 / 104.650 // 3.123 St/B	
	77 137 600	SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G 77 137 610 0,25 / 77 137 620 0,50 / 77 137 630 0,75 / 77 137 640 1,00	
	77 138 600	SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G 77 138 610 0,25 / 77 138 620 0,50	
	77 139 600	SET HL STD Ø 76.162 / 81.051 / 26.500 / 2.413 St/B/G 77 139 610 0,25 / 77 139 620 0,50	
	77 168 690	SET PL-B SEMI Ø 40.000 / 43.043 / 31.700 / St/B	
	48115	EX; 37 x 8 x 145.3 x A/S - Cr - 45° - VS - 17 - III	RK-8 RK-8H
	48114	IN; 41 x 8 x 145.3 x S - Cr - 30° - 15 - III	
	81-4720	IN/EX; 16/ x 8 x 64.5 G1	

10 **98,43**

TD 61 GD 02.1993 → 1995 D LA 6 5480 cm³ 2V 87-92 kW 118-125 PS £ 16:1 120

L 70

	93 474 700	Cyl. Ø: 98.43; KH: 79.4; MT: -21.8; MØ: 57; GL: 124.4; piston pin: 40x77.3; number of piston rings: 3
	RTK	
	R 2,39 CR G3	
	M 3,16	
	DSF 4,75 CR	
	→ 80 00276 1 1 ...	

80 00276 1 1 000 Cyl. Ø: 98.43; Set: 1; [R G3 CR 2.39] [M 3.16] [DSF CR 4.75]

	93 474 970	Piston: 93474700; Cylinder liner: 89016110
	93 474 971	Piston: 93474700; Cylinder liner: 89352110
	89 016 110	N - Wet cylinder liner; finished; A=110 C=119.1 L=234.5 H+F=11.61+0.73 Y=15.75
	89 352 110	N - Wet cylinder liner; finished; A=110 C=119.1 L=237.4 H+F=9.66+3.6 Y=21.15
	78 878 800	PAIR AS STD Ø 85.100 / 104.650 // 3.123 St/B
	77 137 600	SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G 77 137 610 0,25 / 77 137 620 0,50 / 77 137 630 0,75 / 77 137 640 1,00

cont...

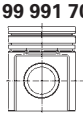


- 77 138 600 SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G
77 138 610 0,25 / 77 138 620 0,50
- 77 139 600 SET HL STD Ø 76.162 / 81.051 / 26.500 / 2.413 St/B/G
77 139 610 0,25 / 77 139 620 0,50
- 77 168 690 SET PL-B SEMI Ø 40.000 / 43.043 / 31.700 / St/B

11 **98,43**

	TD 63 KBE Euro 1	01.1995 → 10.2002	D	LA	6	5480 cm ³	2V	115-118 kW	156-160 PS	£ 18,3:1		120
	TD 63 KEE Euro 1	04.1996 →	D	LA	6	5480 cm ³	2V	105 kW	143 PS	£ 18,3:1		120
	TD 63 KFE Euro 1	02.1995 →	D	LA	6	5480 cm ³	2V	120-122 kW	163-166 PS	£ 18,3:1		120

L 90



Cyl. Ø: 98.43; KH: 79.4; VT1: -.8; MT: -20.3; MØ: 53.1; GL: 124.4; piston pin: 40x77.3; number of piston rings: 3
RTK
T15 3,5 MO G6
M 2,5 G3
DSF 3,5 CR
→ **80 00422 1 0 ...**



80 00422 1 0 000 Cyl. Ø: 98.43; Set: 1; [T15 G6 IF MO 3.5] [M G3 IFU 2.5] [DSF CR 3.5]



99 991 970 Piston: 99991700; Cylinder liner: 89578110



89 352 110 N - Wet cylinder liner; finished; A=110 C=119.1 L=237.4 H+F=9.66+3.6 Y=21.15

89 578 110 N - Wet cylinder liner; finished; A=110 C=119.1 L=237.4 H+F=9.66+3.6 Y=9



78 878 800 PAIR AS STD Ø 85.100 / 104.650 // 3.123 St/B

77 137 600 SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G
77 137 610 0,25 / 77 137 620 0,50 / 77 137 630 0,75 / 77 137 640 1,00

77 138 600 SET PL STD Ø 63.462 / 67.323 / 34.000 / 1.902 St/B/G
77 138 610 0,25 / 77 138 620 0,50

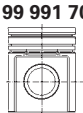
77 139 600 SET HL STD Ø 76.162 / 81.051 / 26.500 / 2.413 St/B/G
77 139 610 0,25 / 77 139 620 0,50

77 168 690 SET PL-B SEMI Ø 40.000 / 43.043 / 31.700 / St/B

12 **98,43**

	TD 63 KGE Euro 1	1999 → 2002	D	LA	6	5480 cm ³	2V	94 kW	128 PS	£ 18,3:1		120
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L 70



Cyl. Ø: 98.43; KH: 79.4; VT1: -.8; MT: -20.3; MØ: 53.1; GL: 124.4; piston pin: 40x77.3; number of piston rings: 3
RTK
T15 3,5 MO G6
M 2,5 G3
DSF 3,5 CR
→ **80 00422 1 0 ...**



80 00422 1 0 000 Cyl. Ø: 98.43; Set: 1; [T15 G6 IF MO 3.5] [M G3 IFU 2.5] [DSF CR 3.5]



99 991 970 Piston: 99991700; Cylinder liner: 89578110



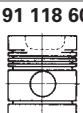
89 352 110 N - Wet cylinder liner; finished; A=110 C=119.1 L=237.4 H+F=9.66+3.6 Y=21.15

89 578 110 N - Wet cylinder liner; finished; A=110 C=119.1 L=237.4 H+F=9.66+3.6 Y=9

13 **98,48**

	4.236	01.1987 → 09.1995	D	AN	4	3864 cm ³	2V	48-60 kW	59-80 PS	£ 16:1		126,8
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L 30



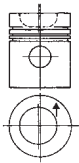
Cyl. Ø: 98.48; KH: 70.1; MT: -20.5; MØ: 61; GL: 120.9; piston pin: 34.925x84.2; number of piston rings: 5
GeC, URK
SM 2,39 CR G3
M 2,39
M 2,39
DSF 6,34 CR
S 6,34
→ **80 00162 1 0 ...**, **80 00162 1 1 ...**
exchangeable in sets against 93 592 600

cont...

V

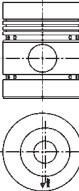


93 592 600



Cyl. Ø: 98.48; KH: 70.25; MT: -20.35; MØ: 61; GL: 121.05; piston pin: 34.925x84.1; number of piston rings: 3
GeC, RK, RTK
R 2,385 CR G3
M 2,385 CR
DSF 4,747
→ **80 00337 1 0 ...**
1965→

99 629 600



Cyl. Ø: 98.48; KH: 70.35; MT: -20.2; MØ: 61; GL: 120.7; piston pin: 34.925x84; number of piston rings: 5
URK
R 2,385 CR G6
R 2,385
NM 2,385
DSF 6,335 CR
D 6,335



80 00162 1 0 000

Cyl. Ø: 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [DSF CR 6.34] [S 6.34]

80 00162 1 1 000

Cyl. Ø: 98.48; Set: 1; [SM G3 CR 2.39] [M 2.39] [M 2.39] [S 6.34] [S 6.34]

80 00337 1 0 000

Cyl. Ø: 98.48; Set: 1; [R G3 IF CR 2.385] [M CR 2.385] [DSF 4.747], 1965→



91 118 961

Piston: 91118600; Cylinder liner: 88354190

91 118 962

Piston: 91118600; Cylinder liner: 88355190

91 118 963

Piston: 91118600; Cylinder liner: 88356110

91 118 964

Piston: 91118600; Cylinder liner: 89514190

93 592 961

Piston: 93592600; Cylinder liner: 88354190, 1965→

93 592 962

Piston: 93592600; Cylinder liner: 88355190, 1965→

93 592 963

Piston: 93592600; Cylinder liner: 88356110, 1965→

93 592 964

Piston: 93592600; Cylinder liner: 89514190, 1965→

99 629 960

Piston: 99629600; Cylinder liner: 88354190

99 629 961

Piston: 99629600; Cylinder liner: 88355190

99 629 962

Piston: 99629600; Cylinder liner: 88356110



88 356 110

T - Dry cylinder liner; finished; A=103.22 C=106.36 L=227.4 H+F=3.8+1

88 354 190

T - Dry cylinder liner; semi; A=103.2 L=228.8

88 355 190

T - Dry cylinder liner; semi; A=103.22 C=106.36 L=227.4 H+F=3.8+1

89 514 190

T - Dry cylinder liner; semi; A=104.28 C=107.442 L=226.44 H=3.861



77 669 690

SET PL-B SEMI Ø 34.925 / 38.895 / 34.000 / St/B



105-03366

EX; 36.5 x 9.5 x 123.2 x A - - 45° - 1 - III

105-34025

EX; 36.6 x 9.5 x 123.2 x A - - 45° - 1 - III S +.07

105-35473

EX; 36.6 x 9.5 x 123.3 x A - - 45° - 1 - III M +1

105-03365

IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III

105-35472

IN; 44.2 x 9.5 x 122.8 x S - - 45° - 1 - III M +1

105-35608

IN; 44.2 x 9.5 x 122.8 x S - Cr - 30° - 1 - III

105-34026

IN; 44.2 x 9.9 x 122.8 x S - - 45° - 1 - III



81-85004

EX; 15.9/ x 9.53 x 61.1 G2

81-85003

IN; 15.9/ x 9.515 x 57.94 G2



50 005 245

with pulley, with pulley

50 005 246

50 005 252

14

100



1004-42

2003→2005

D AN 4

3990 cm³

2V

64 kW

87 PS

ε 16,5:1

127,3



MC 110, MC 80, MC 90



105-35612

EX; 42 x 9 x 124.1 x A/S - Cr - 45° - 1 - III

105-35611

IN; 45 x 9 x 124.1 x A/S - Cr - 45° - 1 - III



81-85002

EX; 14.04/ x 9 x 51.3 G1

81-85001

IN; 13.04/ x 9 x 51.3 G1

15

102



4B 3.9 C Euro 2

01.1996→

D AN 4

3900 cm³

2V

55-60 kW

75-82 PS

ε 17,5:1

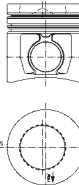
120



EC 140, EC 150



99 676 600



Cyl. Ø: 102; KH: 71.535; MT: -17.7; MØ: 59.1; GL: 105.36; piston pin: 40x75.68; number of piston rings: 3
RTK
T15 3 CR G6
M 2,35
DSF 4 CR
→ **80 00544 1 0 ...**

cont...

V



	80 00544 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G6 CR 3] [M IF 2.35] [DSF CR 4] 80 00544 1 0 050 102,50
	72 472 600	NW-L STD Ø 54.013 / 57.221 / 25.650 / 1.570 St/B
	72 473 690	PL-B SEMI Ø 40.000 / 42.987 / 23.000 / St/B
	79 331 600	PAIR PL STD Ø 69.013 / 72.987 / 31.100 / 1.968 St/B/G 79 331 620 0,50
	77 800 600	SET HL STD Ø 83.013 / 87.982 / 29.000 / 2.465 St/A; PASS-L STD Ø 83.013 / 87.982 / 37.380 / 2.464 St/A 77 800 610 0,25 / 77 800 620 0,50
	105-35616	EX; 42 x 8 x 129 x A/S - Cr - 45° - 1 - III
	105-35615	IN; 45 x 8 x 129.2 x S - Cr - 30° - 1 - III
	50 006 364	CAM

16

102

	6B 5.9 C Euro 2	01.1996 →	D	AN 6	5883 cm³	2V	86-132 kW	115-177 PS	£17,5:1	120	
	EC 210, EW 170, EW 180										

	99 676 600	Cyl. Ø: 102; KH: 71.535; MT: -17.7; MØ: 59.1; GL: 105.36; piston pin: 40x75.68; number of piston rings: 3 RTK T15 3 CR G6 M 2,35 DSF 4 CR → 80 00544 1 0 ...
	80 00544 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G6 CR 3] [M IF 2.35] [DSF CR 4] 80 00544 1 0 050 102,50
	72 472 600	NW-L STD Ø 54.013 / 57.221 / 25.650 / 1.570 St/B
	72 473 690	PL-B SEMI Ø 40.000 / 42.987 / 23.000 / St/B
	79 331 600	PAIR PL STD Ø 69.013 / 72.987 / 31.100 / 1.968 St/B/G 79 331 620 0,50
	77 801 600	SET HL STD Ø 83.013 / 87.982 / 29.000 / 2.465 St/A; PASS-L STD Ø 83.013 / 87.982 / 37.380 / 2.464 St/A 77 801 610 0,25 / 77 801 620 0,50
	105-35616	EX; 42 x 8 x 129 x A/S - Cr - 45° - 1 - III
	105-35615	IN; 45 x 8 x 129.2 x S - Cr - 30° - 1 - III
	50 006 361	CAM
	50 005 217	

17

104,775

	D 70 B	12.1972 → 06.1979	D	AN 6	6730 cm³	2V	110 kW	150 PS	£17:1	130	
	LM 1240										

	91 354 600	Cyl. Ø: 104.775; KH: 88.45; MT: -26.7; MØ: 55; GL: 141.05; piston pin: 45x85.6; number of piston rings: 5 RTK, URK R 2,39 CR G3 M 3,16 M 3,16 D 4,74 D 4,74 → 80 00278 1 1 ...
	80 00278 1 1 000	Cyl. Ø: 104.775; Set: 1; [R IF CR 2.385] [R IF 3.16] [R IF 3.16] [DSF CR 4.747] [S 4.747]
	91 354 960	Piston: 91354600; Cylinder liner: 88868110
	88 868 110	N - Wet cylinder liner; finished; A=117 C=127 L=257 H+F=11.66+0.73 Y=18.6
	71 828 890	PL-B SEMI Ø 45.004 / 49.887 / 37.900 / St/B
	78 933 800	PAIR AS STD Ø 90.500 / 112.500 // 2.362 St/B
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
	87 228 600	SET HL STD Ø 82.550 / 88.483 / 30.600 / 2.935 St/B/G 87 228 610 0,25 / 87 228 620 0,50
	87 229 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G 87 229 610 0,25

cont...



TRW
EngineComponents

PIERBURG

VOLVO-BM

87 230 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G 87 230 610 0,25 / 87 230 620 0,50 , For engine TD 71 F/G.
48302	EX; 37 x 11 x 148.6 x A/S - Cr - 45° - VS - 9 - III
105-35099	IN; 43 x 11 x 148.5 x S - Cr - 30° - 9 - III
92-47003	EX; 44.08 x 34.05 x 9; G1; 45°
92-47001	IN; 46.1 x 37.5 x 6.17; G1; 30°

RK-11H	
81-47112	IN/EX; 18/ x 11 x 66 G1

18 **104,775**

TD 70 A	10.1965 → 09.1970	D	A	6	6730 cm ³	2V	128-136 kW	175-185 PS	ε 15,5:1	130
3500										

91 353 600	Cyl. Ø: 104.775; KH: 88.45; MT: -26.2; MØ: 58; GL: 141; piston pin: 45x85.6; number of piston rings: 5 RTK, URK R 2,39 CR G3 M 3,16 M 3,16 D 4,74 D 4,74 → 80 00278 1 1 ...
80 00278 1 1 000	Cyl. Ø: 104.775; Set: 1; [R IF CR 2.385] [R IF 3.16] [R IF 3.16] [DSF CR 4.747] [S 4.747]
91 353 960	Piston: 91353600; Cylinder liner: 88868110
88 868 110	N - Wet cylinder liner; finished; A=117 C=127 L=257 H+F=11.66+0.73 Y=18.6

71 828 890	PL-B SEMI Ø 45.004 / 49.887 / 37.900 / St/B
78 933 800	PAIR AS STD Ø 90.500 / 112.500 // 2.362 St/B
77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
87 228 600	SET HL STD Ø 82.550 / 88.483 / 30.600 / 2.935 St/B/G 87 228 610 0,25 / 87 228 620 0,50
87 229 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G 87 229 610 0,25
87 230 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G 87 230 610 0,25 / 87 230 620 0,50 , For engine TD 71 F/G.

48302	EX; 37 x 11 x 148.6 x A/S - Cr - 45° - VS - 9 - III
105-35099	IN; 43 x 11 x 148.5 x S - Cr - 30° - 9 - III
92-47003	EX; 44.08 x 34.05 x 9; G1; 45°
92-47001	IN; 46.1 x 37.5 x 6.17; G1; 30°

RK-11H	
81-47112	IN/EX; 18/ x 11 x 66 G1

19 **104,775**

TD 70 E	1974 → 08.1978	D	A	6	6730 cm ³	2V	155 kW	210 PS	130
TD 70 H	12.1979 → 06.1986	D	A	6	6730 cm ³	2V	121-157 kW	165-213 PS	130
4500									

93 751 600	Cyl. Ø: 104.775; KH: 88.45; VT1: -1; MT: -26.2; MØ: 60; GL: 141.05; piston pin: 45x85.6; number of piston rings: 4 RTK, TPL R 2,39 CR G3 M 3,16 M 3,16 DSF 4,75 CR piston for wedge type con-rod
93 751 960	Piston: 93751600; Cylinder liner: 88868110
88 868 110	N - Wet cylinder liner; finished; A=117 C=127 L=257 H+F=11.66+0.73 Y=18.6





20		104,775										
		TD 70 ES	1974→	D	A	6	6730 cm ³	2V	155-166 kW	210-225 PS		130
		4500										

	93 166 600	Cyl. Ø: 104.775; KH: 88.45; VT1: -1; MT: -26.2; MØ: 60; GL: 141.05; piston pin: 45x85.6; number of piston rings: 4 RTK R 2,39 CR G3 M 3,16 M 3,16 DSF 4,75 CR →08.1978, →mot. 92 666
	93 751 600	Cyl. Ø: 104.775; KH: 88.45; VT1: -1; MT: -26.2; MØ: 60; GL: 141.05; piston pin: 45x85.6; number of piston rings: 4 RTK, TPL R 2,39 CR G3 M 3,16 M 3,16 DSF 4,75 CR piston for wedge type con-rod, 08.1978→1985, mot. 92 667→
	93 166 960	Piston: 93166600; Cylinder liner: 88868110, →08.1978, →mot. 92 666
	93 751 960	Piston: 93751600; Cylinder liner: 88868110, 08.1978→1985, mot. 92 667→
	88 868 110	N - Wet cylinder liner; finished; A=117 C=127 L=257 H+F=11.66+0.73 Y=18.6
	71 828 890	PL-B SEMI Ø 45.004 / 49.887 / 37.900 / St/B
	78 933 800	PAIR AS STD Ø 90.500 / 112.500 // 2.362 St/B
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
	87 228 600	SET HL STD Ø 82.550 / 88.483 / 30.600 / 2.935 St/B/G 87 228 610 0,25 / 87 228 620 0,50
	87 229 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G 87 229 610 0,25
	87 230 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G 87 230 610 0,25 / 87 230 620 0,50 , For engine TD 71 F/G.
	48302	EX; 37 x 11 x 148.6 x A/S - Cr - 45° - VS - 9 - III
	105-35099	IN; 43 x 11 x 148.5 x S - Cr - 30° - 9 - III
	92-47003	EX; 44.08 x 34.05 x 9; G1; 45°
	92-47001	IN; 46.1 x 37.5 x 6.17; G1; 30°
	RK-11H	
	81-47112	IN/EX; 18/ x 11 x 66 G1

21		104,775										
		TD 70 F	1979→1985	D	A	6	6730 cm ³	2V	162 kW	220 PS		130
		TD 70 FS	1979→1985	D	A	6	6730 cm ³	2V	180 kW	245 PS		130
		TD 70 G	1979→1985	D	A	6	6730 cm ³	2V	138-156 kW	188-212 PS		130
		5350										

	92 827 600	Cyl. Ø: 104.775; KH: 88.45; VT1: -1; MT: -26.2; MØ: 60; GL: 141.05; piston pin: 45x85.5; number of piston rings: 4 KKK, RTK, TPL R 2,39 CR G3 M 3,16 M 3,16 DSF 4,75 CR → 80 00279 1 0 ...
	80 00279 1 0 000	Cyl. Ø: 104.775; Set: 1; [R G3 CR 2.39] [M 3.16] [M 3.16] [DSF CR 4.75]
	92 827 960	Piston: 92827600; Cylinder liner: 88868110
	92 827 961	Piston: 92827600; Cylinder liner: 89370110
	88 868 110	N - Wet cylinder liner; finished; A=117 C=127 L=257 H+F=11.66+0.73 Y=18.6
	89 370 110	N - Wet cylinder liner; finished; A=117 C=127 L=259.7 H+F=9.63+3.52 Y=18.5
	71 828 890	PL-B SEMI Ø 45.004 / 49.887 / 37.900 / St/B
	78 933 800	PAIR AS STD Ø 90.500 / 112.500 // 2.362 St/B
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD

cont...



	87 228 600	SET HL STD Ø 82.550 / 88.483 / 30.600 / 2.935 St/B/G 87 228 610 0,25 / 87 228 620 0,50
	87 229 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G 87 229 610 0,25
	87 230 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G 87 230 610 0,25 / 87 230 620 0,50 , For engine TD 71 F/G.
	48302	EX; 37 x 11 x 148.6 x A/S - Cr - 45° - VS - 9 - III
	105-35099	IN; 43 x 11 x 148.5 x S - Cr - 30° - 9 - III
	92-47003	EX; 44.08 x 34.05 x 9; G1; 45°
	92-47001	IN; 46.1 x 37.5 x 6.17; G1; 30°

	RK-11H	
	81-47112	IN/EX; 18/ x 11 x 66 G1

22 **104,775**

TD 71 A D LA 6 6730 cm³ 2V 169 kW 230 PS € 15,5:1 130

Gabelstapler / Forklift

	92 827 600	Cyl. Ø: 104.775; KH: 88.45; VT1: -1; MT: -26.2; MØ: 60; GL: 141.05; piston pin: 45x85.5; number of piston rings: 4 KKK, RTK, TPL R 2,39 CR G3 M 3,16 M 3,16 DSF 4,75 CR → 80 00279 1 0 ...
	80 00279 1 0 000	Cyl. Ø: 104.775; Set: 1; [R G3 CR 2.39] [M 3.16] [M 3.16] [DSF CR 4.75]
	80 00280 1 0 000	Cyl. Ø: 104.775; Set: 1; [R G6 MO 2.39] [M IF CR 3.16] [DSF CR 4.75]
	92 827 960	Piston: 92827600; Cylinder liner: 88868110
	92 827 961	Piston: 92827600; Cylinder liner: 89370110
	88 868 110	N - Wet cylinder liner; finished; A=117 C=127 L=257 H+F=11.66+0.73 Y=18.6
	89 370 110	N - Wet cylinder liner; finished; A=117 C=127 L=259.7 H+F=9.63+3.52 Y=18.5
	71 828 890	PL-B SEMI Ø 45.004 / 49.887 / 37.900 / St/B
	78 933 800	PAIR AS STD Ø 90.500 / 112.500 // 2.362 St/B
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
	87 228 600	SET HL STD Ø 82.550 / 88.483 / 30.600 / 2.935 St/B/G 87 228 610 0,25 / 87 228 620 0,50
	87 229 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G 87 229 610 0,25
	87 230 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G 87 230 610 0,25 / 87 230 620 0,50 , For engine TD 71 F/G.
	48302	EX; 37 x 11 x 148.6 x A/S - Cr - 45° - VS - 9 - III
	105-35099	IN; 43 x 11 x 148.5 x S - Cr - 30° - 9 - III
	92-47003	EX; 44.08 x 34.05 x 9; G1; 45°
	92-47001	IN; 46.1 x 37.5 x 6.17; G1; 30°

	RK-11H	
	81-47112	IN/EX; 18/ x 11 x 66 G1

23 **104,775**

TD 71 G 01.1986 → 08.2001 D A 6 6730 cm³ 2V 137-148 kW 186-201 PS € 15,5:1 130


A 20, L 120, L 160, LM 4500

	90 741 600	Cyl. Ø: 104.775; KH: 88.45; VT1: -1; MT: -20.95; MØ: 65; GL: 141; piston pin: 45x85.5; number of piston rings: 3 KKK, RTK, TPL R 2,39 MO G6 M 3,16 CR DSF 4,75 CR → 80 00280 1 0 ... exchangeable only in sets
	80 00280 1 0 000	Cyl. Ø: 104.775; Set: 1; [R G6 MO 2.39] [M IF CR 3.16] [DSF CR 4.75]
	90 741 961	Piston: 90741600; Cylinder liner: 89370110
	90 741 962	Piston: 90741600; Cylinder liner: 89570110
	89 370 110	N - Wet cylinder liner; finished; A=117 C=127 L=259.7 H+F=9.63+3.52 Y=18.5
	89 570 110	N - Wet cylinder liner; finished; A=117 C=129.4 L=259.7 H+F=9.63+3.52




cont...












	71 828 890	PL-B SEMI Ø 45.004 / 49.887 / 37.900 / St/B
	78 933 800	PAIR AS STD Ø 90.500 / 112.500 // 2.362 St/B
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
	87 228 600	SET HL STD Ø 82.550 / 88.483 / 30.600 / 2.935 St/B/G 87 228 610 0,25 / 87 228 620 0,50
	87 229 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G 87 229 610 0,25
	87 230 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G 87 230 610 0,25 / 87 230 620 0,50 , For engine TD 71 F/G.

	48302	EX; 37 x 11 x 148.6 x A/S - Cr - 45° - VS - 9 - III		RK-11H	
	105-35099	IN; 43 x 11 x 148.5 x S - Cr - 30° - 9 - III		81-47112	IN/EX; 18/ x 11 x 66 G1
	92-47003	EX; 44.08 x 34.05 x 9; G1; 45°			
	92-47001	IN; 46.1 x 37.5 x 6.17; G1; 30°			




24		104,775							
	TD 71 G 285	01.1987 →	D A 6	6730 cm ³	2V	148 kW	201 PS	£ 15,5:1	130
	TD 71 GA	01.1986 →	D A 6	6730 cm ³	2V	157 kW	213 PS	£ 15,5:1	130
	L 120								


	90 741 600	Cyl. Ø: 104.775; KH: 88.45; VT1: -1; MT: -20.95; MØ: 65; GL: 141; piston pin: 45x85.5; number of piston rings: 3 KKK, RTK, TPL R 2,39 MO G6 M 3,16 CR DSF 4,75 CR → 80 00280 1 0 ... exchangeable only in sets
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	80 00280 1 0 000	Cyl. Ø: 104.775; Set: 1; [R G6 MO 2.39] [M IF CR 3.16] [DSF CR 4.75]
	90 741 961	Piston: 90741600; Cylinder liner: 89370110
	90 741 962	Piston: 90741600; Cylinder liner: 89570110
	89 370 110	N - Wet cylinder liner; finished; A=117 C=127 L=259.7 H+F=9.63+3.52 Y=18.5
	89 570 110	N - Wet cylinder liner; finished; A=117 C=129.4 L=259.7 H+F=9.63+3.52

25		104,775							
	TD 71 K	12.1986 →	D LA 6	6730 cm ³	2V	169-177 kW	230-241 PS	£ 15,5:1	130
	P 5350								

	48302	EX; 37 x 11 x 148.6 x A/S - Cr - 45° - VS - 9 - III		RK-11H	
	105-35099	IN; 43 x 11 x 148.5 x S - Cr - 30° - 9 - III		81-47112	IN/EX; 18/ x 11 x 66 G1
	92-47003	EX; 44.08 x 34.05 x 9; G1; 45°			
	92-47001	IN; 46.1 x 37.5 x 6.17; G1; 30°			

26		104,775							
	TD 73 KAE Euro 1	11.1991 → 08.2001	D LA 6	6730 cm ³	2V	150 kW	204 PS	£ 17,6:1	130
	TD 73 KDE Euro 1	11.1991 → 10.2002	D LA 6	6730 cm ³	2V	130-153 kW	177-208 PS	£ 17,6:1	130
	TD 73 KE Euro 1	11.1991 →	D LA 6	6730 cm ³	2V	150 kW	204 PS	£ 17,6:1	130
	TD 73 KFE Euro 1	01.1995 →	D LA 6	6730 cm ³	2V	173-190 kW	235-258 PS	£ 17,7:1	130
	TD 73 KGE Euro 1	03.1996 →	D LA 6	6730 cm ³	2V	135 kW	184 PS	£ 17,6:1	130
	TD 73 KHE Euro 1	03.1996 →	D LA 6	6730 cm ³	2V	155 kW	211 PS	£ 17,6:1	130
	A 20, A 25, L 120								

	99 748 600	Cyl. Ø: 104.775; KH: 88.45; VT1: -2.05; VT2: -3.05; MT: -20.1; MØ: 61; GL: 132.45; piston pin: 45x82; number of piston rings: 3 RTK, TPL T15 3 MO G6 M 2,5 G3 DSF 4 CR → 80 00504 1 0 ...
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	80 00504 1 0 000	Cyl. Ø: 104.775; Set: 1; [T15 G6 MO 3] [M G3 IFU 2.5] [DSF CR 4]
---	-------------------------	--

cont...



	99 748 960	Piston: 99748600; Cylinder liner: 89561110
	99 748 961	Piston: 99748600; Cylinder liner: 89570110
	89 561 110	N - Wet cylinder liner; finished; A=117 C=127 L=259 H+F=9.63+3.52 Y=12
	89 570 110	N - Wet cylinder liner; finished; A=117 C=129.4 L=259.7 H+F=9.63+3.52

27		104,775												
	TD 73 KCE Euro 1	11.1992 →	D	LA	6	6730 cm ³	2V	174-190 kW	233-255 PS	ε 17,7:1		130		
	A 25													

	99 748 600	Cyl. Ø: 104.775; KH: 88.45; VT1: -2.05; VT2: -3.05; MT: -20.1; MØ: 61; GL: 132.45; piston pin: 45x82; number of piston rings: 3
		RTK, TPL
		T15 3 MO G6
		M 2,5 G3
		DSF 4 CR
		→ 80 00504 1 0 ...

	80 00504 1 0 000	Cyl. Ø: 104.775; Set: 1; [T15 G6 MO 3] [M G3 IFU 2.5] [DSF CR 4]
--	-------------------------	--

	99 748 960	Piston: 99748600; Cylinder liner: 89561110
	99 748 961	Piston: 99748600; Cylinder liner: 89570110
	89 561 110	N - Wet cylinder liner; finished; A=117 C=127 L=259 H+F=9.63+3.52 Y=12
	89 570 110	N - Wet cylinder liner; finished; A=117 C=129.4 L=259.7 H+F=9.63+3.52
	71 828 890	PL-B SEMI Ø 45.004 / 49.887 / 37.900 / St/B
	78 933 800	PAIR AS STD Ø 90.500 / 112.500 // 2.362 St/B
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W
	87 228 600	SET HL STD Ø 82.550 / 88.483 / 30.600 / 2.935 St/B/G 87 228 610 0,25 / 87 228 620 0,50
	87 229 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G 87 229 610 0,25
	87 230 600	SET PL STD Ø 69.850 / 73.740 / 37.100 / 1.912 St/B/G 87 230 610 0,25 / 87 230 620 0,50 , For engine TD 71 F/G.

28		105												
	363	1967 →	D	AN	6	3000 cm ³	2V							
	105-34236	EX; 37 x 11 x 158 x S - Cr - 45° - VS - 5 - III												
	105-34235	IN; 41 x 11 x 159 x S - Cr - 45° - 5 - III												

29		105,57												
	D 42 A	01.1972 → 06.1982	D	AN	4	4200 cm ³	2V	59 kW	80 PS	ε 17,5:1		120		
	LM 621, LM 622, LM 641, LM 642, T 650													

	93 173 600	Cyl. Ø: 105.57; KH: 84.1; MT: -23.1; MØ: 54.5; GL: 135.1; piston pin: 42x87; number of piston rings: 4
		R 2,39 CR G3
		M 3,16
		M 3,16
		DSF 4,75 CR
		→ 80 00284 1 0 ...
		01.1976 →

	93 371 600	Cyl. Ø: 105.57; KH: 84.1; MT: -23.1; MØ: 54.5; GL: 135.1; piston pin: 40x88; number of piston rings: 4
		R 2,39 CR G3
		M 3,16
		M 3,16
		DSF 4,75 CR
		→ 80 00284 1 0 ...
		→ 12.1975

	80 00284 1 0 000	Cyl. Ø: 105.57; Set: 1; [R G3 CR 2.39] [M 3.16] [M 3.16] [DSF CR 4.75]
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	93 173 960	Piston: 93173600; Cylinder liner: 88602110, 01.1976 →
	93 371 960	Piston: 93371600; Cylinder liner: 88602110, → 12.1975
	88 602 110	N - Wet cylinder liner; finished; A=118 C=127.5 L=245 H+F=14.1+0.7





30		105,57								
	D 45 B	06.1983 → 03.2000	D	AN	4	4500 cm ³	2V	63 kW	86 PS	£ 16,5:1
	L 50, LM 4200, LM 622, LM 642, T 616									

	93 544 700	Cyl. Ø: 105.57; KH: 80.1; MT: -23.5; MØ: 58.5; GL: 131.1; piston pin: 42x87; number of piston rings: 4
		R 2,39 CR G3
		M 3,16
		M 3,16
		DSF 4,75 CR
		→ 80 00284 1 0 ...

	80 00284 1 0 000	Cyl. Ø: 105.57; Set: 1; [R G3 CR 2.39] [M 3.16] [M 3.16] [DSF CR 4.75]
--	-------------------------	--

	93 544 970	Piston: 93544700; Cylinder liner: 88602110
--	-------------------	--

	88 602 110	N - Wet cylinder liner; finished; A=118 C=127.5 L=245 H+F=14.1+0.7
--	-------------------	--

31		105,57								
	TD 42 A	06.1980 → 06.1982	D	A	4	4200 cm ³	2V	54 kW	73 PS	£ 17,5:1
	T 650									

	93 174 700	Cyl. Ø: 105.57; KH: 84.1; MT: -24.85; GL: 135.1; piston pin: 42x87; number of piston rings: 4
		RTK
		R 2,39 CR G3
		M 3,16
		M 3,16
		DSF 4,75 CR
		→ 80 00284 1 0 ...

	80 00284 1 0 000	Cyl. Ø: 105.57; Set: 1; [R G3 CR 2.39] [M 3.16] [M 3.16] [DSF CR 4.75]
--	-------------------------	--

	93 174 970	Piston: 93174700; Cylinder liner: 88602110
--	-------------------	--

	88 602 110	N - Wet cylinder liner; finished; A=118 C=127.5 L=245 H+F=14.1+0.7
--	-------------------	--

32		105,57								
	TD 45 B	1980 →	D	A	4	4500 cm ³	2V	66-85 kW	90-116 PS	£ 15,6:1
	TD 45 B EM	03.1985 → 03.2000	D	A	4	4500 cm ³	2V	83 kW	113 PS	£ 15,6:1
	TD 45 E	11.1991 →	D	A	4	4500 cm ³	2V	84-92 kW	114-125 PS	£ 15,6:1
	TD 45 EM	03.1985 → 03.2000	D	A	4	4500 cm ³	2V	85 kW	116 PS	£ 15,6:1
	G 646, L 50, L 70, LM 4200, LM 4300, T 616, 4200 B, 4300 B, 6300									

	93 545 700	Cyl. Ø: 105.57; KH: 80.1; MT: -19.7; MØ: 65; GL: 131.1; piston pin: 42x87; number of piston rings: 4
		RTK
		R 2,39 CR G3
		M 3,16
		M 3,16
		DSF 4,75 CR
		→ 80 00284 1 0 ...

	80 00284 1 0 000	Cyl. Ø: 105.57; Set: 1; [R G3 CR 2.39] [M 3.16] [M 3.16] [DSF CR 4.75]
--	-------------------------	--

	93 545 970	Piston: 93545700; Cylinder liner: 88602110
--	-------------------	--

	88 602 110	N - Wet cylinder liner; finished; A=118 C=127.5 L=245 H+F=14.1+0.7
--	-------------------	--





33

108



BF 4 M 1013 Euro 1

01.1999 →

D

A

4

4764 cm³

2V

63-93 kW

85-127 PS

⊗ 17,6:1

130

L 50



94 573 600



Cyl. Ø: 108; KH: 71.1; MT: -16.66; MØ: 71; GL: 108; piston pin: 42x86; number of piston rings: 3

RTK, TPL

T15 3 MO G6

M 2 G3

DSF 3,5 CR

→ **80 00344 1 0 ...**

cylinder head gasketpiston protrusion:

notches	more than	less than
---------	-----------	-----------

1	+0,28	+0,53
---	-------	-------

1	+0,54	+0,63
---	-------	-------

3	+0,64	+0,75
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80 00344 1 0 000

Cyl. Ø: 108; Set: 1; [T15 G6 IW MO 3] [M G3 IFU 2] [DSF CR 3.5]



94 573 960

Piston: 94573600; Cylinder liner: 89409110



89 409 110

N - Wet cylinder liner; finished; A=120 C=128.5 L=229.1 H+F=9+1.1



79 243 600

PAIR AS STD Ø 91.700 / 113.750 // 2.950 St/A

79 268 600

PAIR HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A

79 268 610 0,25 / 79 268 620 0,50

79 269 600

PAIR PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/B/G1

79 269 610 0,25 / 79 269 620 0,50

77 686 600

SET PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/B/G1

77 686 610 0,25 / 77 686 620 0,50

77 688 600

SET HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A

77 688 610 0,25 / 77 688 620 0,50

77 690 690

SET PL-B SEMI Ø 42.000 / 45.500 / 29.800 / St/B

77 692 600

SET NW-L STD Ø 64.950 / 69.000 / 22.000 / 2.000 St/B; NW-L STD Ø 64.950 / 69.000 / 27.000 / 2.000 St/B



22220

EX; 42 x 9 x 139 x RA/S - Cr - 45° - 22 - III



MK-9H

22221

IN; 48 x 9 x 139 x A/S - Cr - 30° - 22 - III



81-22110

IN/EX; 15.03/ x 9.03 x 62.8 G2



92-22006

EX; 43.059 x 35 x 7.9; G1; 45°

92-22005

IN; 49.08 x 39 x 7.5; G1; 30°

34

108



BF 4 M 1013 E Euro 2

01.1998 →

D

LA

4

4764 cm³

2V

71-95 kW

97-129 PS

⊗ 17,6:1

130

L 40, L 45



40 278 600



Cyl. Ø: 108; KH: 71.1; MT: -19.6; MØ: 64; GL: 108; piston pin: 42x86; number of piston rings: 3

RTK, TPL

T15 3 MO G6

M 2 G3

DSF 3,5 CR

→ **80 00344 1 0 ...**



80 00344 1 0 000

Cyl. Ø: 108; Set: 1; [T15 G6 IW MO 3] [M G3 IFU 2] [DSF CR 3.5]



40 278 960

Piston: 40278600; Cylinder liner: 89409110



89 409 110

N - Wet cylinder liner; finished; A=120 C=128.5 L=229.1 H+F=9+1.1



79 243 600

PAIR AS STD Ø 91.700 / 113.750 // 2.950 St/A

79 268 600

PAIR HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A

79 268 610 0,25 / 79 268 620 0,50

79 269 600

PAIR PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/B/G1

79 269 610 0,25 / 79 269 620 0,50

77 686 600

SET PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/B/G1

77 686 610 0,25 / 77 686 620 0,50

77 688 600

SET HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A

77 688 610 0,25 / 77 688 620 0,50

77 690 690

SET PL-B SEMI Ø 42.000 / 45.500 / 29.800 / St/B

cont...





TRW
EngineComponents

PIERBURG

VOLVO-BM

77 692 600	SET NW-L STD Ø 64.950 / 69.000 / 22.000 / 2.000 St/B; NW-L STD Ø 64.950 / 69.000 / 27.000 / 2.000 St/B	
22220	EX; 42 x 9 x 139 x RA/S - Cr - 45° - 22 - III	MK-9H
22221	IN; 48 x 9 x 139 x A/S - Cr - 30° - 22 - III	81-22110 IN/EX; 15.03/ x 9.03 x 62.8 G2
92-22006	EX; 43.059 x 35 x 7.9; G1; 45°	
92-22005	IN; 49.08 x 39 x 7.5; G1; 30°	

35	108								
D 7 D EAE2 Euro 2		D	LA	6	7146 cm ³	4V	143 kW	194 PS	130
EC 330									

40 278 600	Cyl. Ø: 108; KH: 71.1; MT: -19.6; MØ: 64; GL: 108; piston pin: 42x86; number of piston rings: 3 RTK, TPL T15 3 MO G6 M 2 G3 DSF 3,5 CR → 80 00344 1 0 ...
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80 00344 1 0 000	Cyl. Ø: 108; Set: 1; [T15 G6 IW MO 3] [M G3 IFU 2] [DSF CR 3.5]
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40 278 960	Piston: 40278600; Cylinder liner: 89409110
-------------------	--

89 409 110	N - Wet cylinder liner; finished; A=120 C=128.5 L=229.1 H+F=9+1.1
-------------------	---

79 243 600	PAIR AS STD Ø 91.700 / 113.750 // 2.950 St/A
79 268 600	PAIR HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A 79 268 610 0,25 / 79 268 620 0,50
79 269 600	PAIR PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/B/G1 79 269 610 0,25 / 79 269 620 0,50
77 689 600	SET HL STD Ø 85.000 / 90.500 / 31.000 / 2.735 St/A 77 689 610 0,25 / 77 689 620 0,50
77 691 690	SET PL-B SEMI Ø 42.000 / 45.500 / 29.800 / St/B
77 693 600	SET NW-L STD Ø 64.950 / 69.000 / 22.000 / 2.000 St/B; NW-L STD Ø 64.950 / 69.000 / 27.000 / 2.000 St/B
77 694 600	SET PL STD Ø 68.000 / 72.500 / 30.000 / 2.232 St/B/G1 77 694 610 0,25 / 77 694 620 0,50

36	108								
D 7 D ECE2 Euro 2		D	LA	6	7146 cm ³	4V	143 kW	194 PS	130
D 7 D EEE2 Euro 2		D	LA	6	7146 cm ³	4V	125 kW	170 PS	130
D 7 D LAE2 Euro 2	01.1986 →	D	LA	6	7146 cm ³	4V	165 kW	224 PS	130
D 7 D LBE2 Euro 2	2003 → 2007	D	LA	6	7146 cm ³	4V	155 kW	210 PS	130
EC 240, EC 290, L 110, L 120									

40 278 600	Cyl. Ø: 108; KH: 71.1; MT: -19.6; MØ: 64; GL: 108; piston pin: 42x86; number of piston rings: 3 RTK, TPL T15 3 MO G6 M 2 G3 DSF 3,5 CR → 80 00344 1 0 ...
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80 00344 1 0 000	Cyl. Ø: 108; Set: 1; [T15 G6 IW MO 3] [M G3 IFU 2] [DSF CR 3.5]
-------------------------	---

40 278 960	Piston: 40278600; Cylinder liner: 89409110
-------------------	--

89 409 110	N - Wet cylinder liner; finished; A=120 C=128.5 L=229.1 H+F=9+1.1
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V



37



111,125

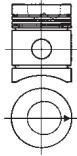


1113
1114

D AN 3 3780 cm³ 2V 41-46 kW 56-63 PS ξ 16,5:1 \bar{h} 129,9
D AN 4 5040 cm³ 2V 55 kW 75 PS ξ 16,5:1 \bar{h} 129,9



G 614, GM 612, LM 218, LM 350, LM 470, LM 620, LM 640, LM 650, LM 740



Cyl. \varnothing : 111.125; KH: 85.5; MT: -26.5; M \varnothing : 59; GL: 148.5; piston pin: 40x90.5; number of piston rings: 5
URK

R 2,385 CR
M 3,16
M 3,16
D 4,747
D 4,747

→ **80 00341 1 0 ...**



80 00341 1 0 000

Cyl. \varnothing : 111.12; Set: 1; [R IW CR 2.385] [M 3.16] [M 3.16] [D 4.747] [D 4.747]



90 147 960

Piston: 90147600; Cylinder liner: 88045110



88 045 110

N - Wet cylinder liner; finished; A=126 C=132 L=258.5 H+F=14.08+0.7

38



120,65



D 10 B AAE2 Euro 2

01.2001 →

D LA 6 9600 cm³ 2V 178 kW 242 PS ξ 19,5:1 \bar{h} 140

D 10 B ACE2 Euro 2

01.2001 →

D LA 6 9600 cm³ 2V 225 kW 306 PS ξ 19,5:1 \bar{h} 140

D 10 B LAE2 Euro 2

01.1991 →

D LA 6 9600 cm³ 2V 200 kW 272 PS \bar{h} 140



A 25, A 30, L 150



78 745 600

PAIR AS STD \varnothing 108.700 / 131.670 // 2.362 St/B

87 269 600

SET PL STD \varnothing 86.018 / 90.925 / 45.700 / 2.418 St/B/G
87 269 610 0,25 / 87 269 620 0,50 / 87 269 630 0,75

87 515 600

SET HL STD \varnothing 100.000 / 104.978 / 37.300 / 2.452 St/B/G
87 515 610 0,25 / 87 515 620 0,50 / 87 515 630 0,75

39



120,65



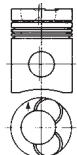
TD 100 A

07.1980 → 06.1984

D A 6 9600 cm³ 2V 154-188 kW 210-256 PS ξ 15:1 \bar{h} 140



LM 4600, 4500, 4600



Cyl. \varnothing : 120.65; KH: 109.45; VT1: -1; VT2: -1.3; MT: -27.65; M \varnothing : 71; GL: 166.45; piston pin: 52x106; number of piston rings: 4
RTK

R 2,385 MO G6
M 3,16
M 3,16
DSF 4,74 CR

→ **80 00281 1 0 ..., 80 00281 1 1 ..., 80 00281 1 2 ..., 80 00281 6 1 ...**



80 00281 1 0 000

Cyl. \varnothing : 120.65; Set: 1; [R G6 CR 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]

80 00281 1 1 000

Cyl. \varnothing : 120.65; Set: 1; [R G6 CR 2.385] [M IW CR 3.16] [N 3.16] [DSF CR 4.74]

80 00281 1 2 000

Cyl. \varnothing : 120.65; Set: 1; [R G6 MO 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]

80 00282 1 0 000

Cyl. \varnothing : 120.65; Set: 1; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]

80 00281 6 0 000

Cyl. \varnothing : 120.65; Set: 6; [R G6 CR 2.385] [M 3.16] [M 3.16] [DSF CR 4.74]

80 00281 6 1 000

Cyl. \varnothing : 120.65; Set: 6; [R G6 CR 2.385] [M IW CR 3.16] [N 3.16] [DSF CR 4.74]

80 00282 6 0 000

Cyl. \varnothing : 120.65; Set: 6; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]



91 359 960

Piston: 91359600; Cylinder liner: 88476110



88 476 110

N - Wet cylinder liner; finished; A=134 C=147 L=294 H+F=11.74+0.8 Y=26



78 745 600

PAIR AS STD \varnothing 108.700 / 131.670 // 2.362 St/B

77 157 690

SET NW-L SEMI \varnothing 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI \varnothing 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI \varnothing 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI \varnothing 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI \varnothing 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI \varnothing 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI \varnothing 63.465 / 66.675 / 25.650 / St/W
77 157 600 STD

87 268 890

SET PL-B SEMI \varnothing 52.004 / 57.300 / 45.750 / St/B, 1983→

87 269 600

SET PL STD \varnothing 86.018 / 90.925 / 45.700 / 2.418 St/B/G
87 269 610 0,25 / 87 269 620 0,50 / 87 269 630 0,75

87 270 693

SET PL-B SEMI \varnothing 52.004 / 57.300 / 45.900 / St/B

87 515 600

SET HL STD \varnothing 100.000 / 104.978 / 37.300 / 2.452 St/B/G
87 515 610 0,25 / 87 515 620 0,50 / 87 515 630 0,75

87 516 600

SET PL STD \varnothing 86.018 / 90.925 / 45.700 / 2.418 St/B/G
87 516 610 0,25 / 87 516 620 0,50 / 87 516 630 0,75

cont...





V











TRW
EngineComponents





PIERBURG

VOLVO-BM

	48301	EX; 46 x 11 x 167.1 x A/S - Cr - 45° - 19 - III		RK-11H
	48151	EX; 46 x 11 x 167.2 x I/S - Cr - 45° - 9 - III OES specification		81-47104 EX; 18/ x 11 x 66 G1
	48300	EX; 46 x 11 x 167.3 x A/S - Cr - 45° - 9 - III IAM specification		81-47117 IN; 17.98/ x 11 x 82 G3
	105-34131	IN; 50 x 11 x 167.2 x S - Cr - 30° - 19 - III		81-47109 IN; 18.03/ x 11 x 82 G1
	105-35037	IN; 50 x 11 x 167.4 x S - Cr - 30° - 9 - III		92-47013 EX; 49.08 x 40 x 11.45; G1; 45° 50 004 874 EX; 51.11 x 40 x 9.5; ST; 45° 92-47011 IN; 54.061 x 44.35 x 6.68; G1; 30° 50 004 873 IN; 54.11 x 44.4 x 6.8; ST; 30°

40		120,65							
	TD 100 G	01.1982 →	D A 6	9600 cm ³	2V	180-203 kW	245-276 PS	£ 14,3:1	140
	TD 101 G	01.1984 →	D LA 6	9600 cm ³	2V	192-202 kW	261-275 PS	£ 14,3:1	140
	L 160, LM 4600, 4600 B								

	93 734 600	Cyl. Ø: 120.65; KH: 109.4; VT1: -1.9; MT: -23.15; MØ: 76; GL: 166.4; piston pin: 52x106; number of piston rings: 3 RTK R 2,385 MO G6 M 3,16 CR DSF 4,74 CR → 80 00282 1 0 ... , 80 00282 6 0 ...
	80 00282 1 0 000	Cyl. Ø: 120.65; Set: 1; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]
	80 00282 6 0 000	Cyl. Ø: 120.65; Set: 6; [R G6 MO 2.385] [M IW CR 3.16] [DSF CR 4.74]
	93 734 960	Piston: 93734600; Cylinder liner: 89175110, Engine TD 100
	93 734 961	Piston: 93734600; Cylinder liner: 89427110, Engine TD 101
	89 175 110	N - Wet cylinder liner; finished; A=134 C=147 L=296.5 H+F=11.52+3.5
	89 427 110	N - Wet cylinder liner; finished; A=134 C=147 L=296.5 H+F=11.52+3.5
	78 745 600	PAIR AS STD Ø 108.700 / 131.670 // 2.362 St/B
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
	87 268 890	SET PL-B SEMI Ø 52.004 / 57.300 / 45.750 / St/B, 1983→
	87 269 600	SET PL STD Ø 86.018 / 90.925 / 45.700 / 2.418 St/B/G 87 269 610 0,25 / 87 269 620 0,50 / 87 269 630 0,75
	87 270 693	SET PL-B SEMI Ø 52.004 / 57.300 / 45.900 / St/B
	87 515 600	SET HL STD Ø 100.000 / 104.978 / 37.300 / 2.452 St/B/G 87 515 610 0,25 / 87 515 620 0,50 / 87 515 630 0,75
	87 516 600	SET PL STD Ø 86.018 / 90.925 / 45.700 / 2.418 St/B/G 87 516 610 0,25 / 87 516 620 0,50 / 87 516 630 0,75

	48301	EX; 46 x 11 x 167.1 x A/S - Cr - 45° - 19 - III		RK-11H
	48151	EX; 46 x 11 x 167.2 x I/S - Cr - 45° - 9 - III OES specification		81-47104 EX; 18/ x 11 x 66 G1
	48300	EX; 46 x 11 x 167.3 x A/S - Cr - 45° - 9 - III IAM specification		81-47117 IN; 17.98/ x 11 x 82 G3
	105-34131	IN; 50 x 11 x 167.2 x S - Cr - 30° - 19 - III		81-47109 IN; 18.03/ x 11 x 82 G1
	105-35037	IN; 50 x 11 x 167.4 x S - Cr - 30° - 9 - III		92-47013 EX; 49.08 x 40 x 11.45; G1; 45° 92-47015 EX; 49.09 x 40 x 9.45; G1; 45° 50 004 874 EX; 51.11 x 40 x 9.5; ST; 45° 92-47011 IN; 54.061 x 44.35 x 6.68; G1; 30° 50 004 873 IN; 54.11 x 44.4 x 6.8; ST; 30°



41

120,65

	TD 102 GA	04.1987 → 04.2003	D LA 6	9600 cm ³	2V	203 kW	276 PS	ε 15:1	140
	TD 102 GC Euro 1	01.1991 → 10.1995	D A 6	9600 cm ³	2V	170-180 kW	231-245 PS	ε 15:1	140
	TD 102 KCE Euro 1	01.1991 →	D A 6	9600 cm ³	2V	180 kW	245 PS	ε 15:1	140
	TD 102 KF Euro 1	01.1991 →	D A 6	9600 cm ³	2V	200 kW	272 PS	ε 15:1	140
	A 28, A 30, L 150								



92 411 600



Cyl. Ø: 120.65; KH: 92.55; VT1: -1.95; MT: -22.2; GL: 132.55; piston pin: 52x98; number of piston rings: 3
PSK
R 3 MO G6
M 3,16 CR
DSF 4,747 CR
→ 80 00399 1 1 ...



80 00399 1 1 000

Cyl. Ø: 120.65; Set: 1; [R G6 MO 3] [M IW CR 3.16] [DSF CR 4.747]



92 411 960

Piston: 92411600; Cylinder liner: 89431110



89 431 110

N - Wet cylinder liner; finished; A=134 C=147 L=287.5 H+F=11.52+3.48

42

120,65

	TD 103 KAE Euro 2	08.1995 →	D LA 6	9600 cm ³	2V	190 kW	258 PS	ε 18:1	140
	EC 420								



99 750 600



Cyl. Ø: 120.64; KH: 92.5; VT1: -2; VT2: -2; MT: -21.8; MØ: 67.5; GL: 144.5; piston pin: 52x98; number of piston rings: 3
RTK
T15 3,5 MO G6
M 3,16 CR
DSF 4,74 CR
→ 80 00395 1 0 ...



80 00395 1 0 000

Cyl. Ø: 120.65; Set: 1; [T15 G6 IF MO 3.5] [M IW CR 3.16] [DSF CR 4.74]



99 750 960

Piston: 99750600; Cylinder liner: 89532110



89 532 110

N - Wet cylinder liner; finished; A=134 C=147 L=287.5 H+F=11.52+3.48 Y=14.1



48301

EX; 46 x 11 x 167.1 x A/S - Cr - 45° - 19 - III



RK-11H

48151

EX; 46 x 11 x 167.2 x I/S - Cr - 45° - 9 - III
OES specification



81-47104

EX; 18/ x 11 x 66 G1

48300

EX; 46 x 11 x 167.3 x A/S - Cr - 45° - 9 - III
IAM specification

81-47117

IN; 17.98/ x 11 x 82 G3

105-34131

IN; 50 x 11 x 167.2 x S - Cr - 30° - 19 - III

81-47109

IN; 18.03/ x 11 x 82 G1

105-35037

IN; 50 x 11 x 167.4 x S - Cr - 30° - 9 - III

43

120,65

	TD 103 KBE Euro 2	08.1995 → 07.1997	D 6	9600 cm ³	2V	214-216 kW	291-294 PS	ε 18:1	140
	TD 103 KCE Euro 2	01.1995 → 10.2002	D LA 6	9600 cm ³	2V	186-189 kW	253-257 PS	ε 18:1	140
	A 30, L 150								



99 750 600



Cyl. Ø: 120.64; KH: 92.5; VT1: -2; VT2: -2; MT: -21.8; MØ: 67.5; GL: 144.5; piston pin: 52x98; number of piston rings: 3
RTK
T15 3,5 MO G6
M 3,16 CR
DSF 4,74 CR
→ 80 00395 1 0 ...



80 00395 1 0 000

Cyl. Ø: 120.65; Set: 1; [T15 G6 IF MO 3.5] [M IW CR 3.16] [DSF CR 4.74]



99 750 960

Piston: 99750600; Cylinder liner: 89532110



89 532 110

N - Wet cylinder liner; finished; A=134 C=147 L=287.5 H+F=11.52+3.48 Y=14.1





44 **130,175**
TD 120 G 09.1983→ **D A 6** 12000 cm³ 2V 225-256 kW 306-348 PS £13,3:1 150

	93 369 700	Cyl. Ø: 130.175; KH: 114.2; VT1: -2.6; MT: -27.9; MØ: 79; GL: 175.2; piston pin: 55x114; number of piston rings: 3 RTK R 2,385 MO G6 M 3,16 CR DSF 4,75 CR → 80 00283 1 2 ... , 80 00283 6 2 ...
	80 00283 1 2 000	Cyl. Ø: 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]
	80 00283 6 2 000	Cyl. Ø: 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]
	93 369 970	Piston: 93369700; Cylinder liner: 89084110, →mot. 468 702
	93 369 971	Piston: 93369700; Cylinder liner: 89328110, mot. 470 130→
	93 369 972	Piston: 93369700; Cylinder liner: 89399110
	93 369 973	Piston: 93369700; Cylinder liner: 89521110
	93 369 974	Piston: 93369700; Cylinder liner: 89522110
	89 328 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3
	89 522 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3
	89 084 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3
	89 521 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3
	89 399 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3
	78 518 600	PAIR PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 78 518 610 0,25 / 78 518 620 0,50 / 78 518 630 0,75
	78 519 600	PAIR HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75
	78 520 600	PAIR AS STD Ø 117.100 / 139.650 // 3.213 St/B
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
	77 326 693	SET PL-B SEMI Ø 55.026 / 60.456 / 48.150 / St/B
	87 271 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 271 610 0,25 / 87 271 620 0,50 / 87 271 630 0,75 , 10.1984→, mot. 80371→
	87 561 600	SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75
	87 562 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 562 610 0,25 / 87 562 620 0,50 / 87 562 630 0,75 , →10.1984, →mot. 80370
	48303	EX; 50 x 11 x 167.3 x A/S - Cr - 45° - VS - 9 - III
	105-34949	IN; 54 x 11 x 167.3 x S - Cr - 30° - 9 - III
	92-47009	EX; 56.6 x 44.95 x 9.45; G1; 45°
	50 004 876	EX; 56.66 x 45 x 9.45; ST; 45°
	50 004 875	IN; 59.11 x 49 x 6.75; ST; 30°
	92-47007	IN; 59.12 x 49 x 6.8; G1; 30°
	50 005 602	→mot. 34000
	RK-11H	
	81-47104	EX; 18/ x 11 x 66 G1
	81-47117	IN; 17.98/ x 11 x 82 G3
	81-47109	IN; 18.03/ x 11 x 82 G1

45 **130,175**
TD 121 G 01.1986→ **D A 6** 12000 cm³ 2V 215-256 kW 292-348 PS £14,2:1 150
BM 425, P 505

	80 00283 1 2 000	Cyl. Ø: 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]
	80 00283 6 2 000	Cyl. Ø: 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]
	89 328 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3
	89 522 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3
	78 518 600	PAIR PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 78 518 610 0,25 / 78 518 620 0,50 / 78 518 630 0,75
	78 519 600	PAIR HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75
	78 520 600	PAIR AS STD Ø 117.100 / 139.650 // 3.213 St/B
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD

cont...



	87 271 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 271 610 0,25 / 87 271 620 0,50 / 87 271 630 0,75, 10.1984→, mot. 80371→
	87 561 600	SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75
	48303	EX; 50 x 11 x 167.3 x A/S - Cr - 45° - VS - 9 - III
	105-34949	IN; 54 x 11 x 167.3 x S - Cr - 30° - 9 - III
	92-47009	EX; 56.6 x 44.95 x 9.45; G1; 45°
	50 004 876	EX; 56.66 x 45 x 9.45; ST; 45°
	50 004 875	IN; 59.11 x 49 x 6.75; ST; 30°
	92-47007	IN; 59.12 x 49 x 6.8; G1; 30°
	RK-11H	
	81-47104	EX; 18/ x 11 x 66 G1
	81-47117	IN; 17.98/ x 11 x 82 G3
	81-47109	IN; 18.03/ x 11 x 82 G1

46 **130,175**
TD 121 K 09.1983→02.1993 D A 6 12000 cm³ 2V 288 kW 392 PS €14,2:1 150

	93 369 700	Cyl. Ø: 130.175; KH: 114.2; VT1: -2.6; MT: -27.9; MØ: 79; GL: 175.2; piston pin: 55x114; number of piston rings: 3 RTK R 2,385 MO G6 M 3,16 CR DSF 4,75 CR → 80 00283 1 2 ... , 80 00283 6 2 ...
	80 00283 1 2 000	Cyl. Ø: 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]
	80 00283 6 2 000	Cyl. Ø: 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]
	93 369 970	Piston: 93369700; Cylinder liner: 89084110, →mot. 468 702
	93 369 971	Piston: 93369700; Cylinder liner: 89328110, mot. 470 130→
	93 369 972	Piston: 93369700; Cylinder liner: 89399110
	93 369 973	Piston: 93369700; Cylinder liner: 89521110
	93 369 974	Piston: 93369700; Cylinder liner: 89522110
	89 328 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3
	89 522 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3
	89 084 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3
	89 521 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3
	89 399 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3
	78 518 600	PAIR PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 78 518 610 0,25 / 78 518 620 0,50 / 78 518 630 0,75
	78 519 600	PAIR HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75
	78 520 600	PAIR AS STD Ø 117.100 / 139.650 // / 3.213 St/B
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
	87 271 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 271 610 0,25 / 87 271 620 0,50 / 87 271 630 0,75, 10.1984→, mot. 80371→
	87 561 600	SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75
	87 562 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 562 610 0,25 / 87 562 620 0,50 / 87 562 630 0,75, →10.1984, →mot. 80370

47 **130,175**
TD 122 GA 01.1987→10.1996 D LA 6 12000 cm³ 2V 179-262 kW 243-356 PS €15:1 150
TD 122 GH 11.1991→ D LA 6 12000 cm³ 2V 207-262 kW 281-356 PS €15:1 150
TD 122 KE 06.1989→ D LA 6 12000 cm³ 2V 276-291 kW 375-396 PS €15:1 150
A 35, L 190, R 32

	90 924 600	Cyl. Ø: 130.175; KH: 114.2; VT1: -2.6; MT: -25.4; MØ: 79; GL: 175.2; piston pin: 55x114; number of piston rings: 3 RTK R 2,385 MO G6 M 3,16 CR DSF 4,75 CR → 80 00283 1 2 ... , 80 00283 6 2 ...
	80 00283 1 2 000	Cyl. Ø: 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]
	80 00283 6 2 000	Cyl. Ø: 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]
	90 924 960	Piston: 90924600; Cylinder liner: 89399110
	90 924 962	Piston: 90924600; Cylinder liner: 89522110

cont...



	89 522 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3
	89 399 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3
	78 519 600	PAIR HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75
	78 520 600	PAIR AS STD Ø 117.100 / 139.650 // 3.213 St/B
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
	87 271 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 271 610 0,25 / 87 271 620 0,50 / 87 271 630 0,75
	87 561 600	SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75
	48303	EX; 50 x 11 x 167.3 x A/S - Cr - 45° - VS - 9 - III
	105-34949	IN; 54 x 11 x 167.3 x S - Cr - 30° - 9 - III
		RK-11H
	81-47104	EX; 18/ x 11 x 66 G1
	81-47117	IN; 17.98/ x 11 x 82 G3
	81-47109	IN; 18.03/ x 11 x 82 G1

48		130,175
	TD 122 KAE	07.1996 → D LA 6 12000 cm³ 2V 241-245 kW 328-333 PS £ 15:1 150
	TD 122 KC	06.1989 → D LA 6 12000 cm³ 2V 276 kW 375 PS £ 15:1 150
	TD 122 KKE	04.1995 → D LA 6 12000 cm³ 2V 220-237 kW 299-322 PS £ 15:1 150
	TD 122 KLE	11.1996 → 10.2002 D LA 6 12000 cm³ 2V 200 kW 272 PS £ 15:1 150
	A 35, EC 450, L 200, L 220, R 32	

	78 519 600	PAIR HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75
	78 520 600	PAIR AS STD Ø 117.100 / 139.650 // 3.213 St/B
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
	87 271 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 271 610 0,25 / 87 271 620 0,50 / 87 271 630 0,75
	87 561 600	SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75

49		130,175
	TD 122 KFE	01.1995 → 09.2000 D LA 6 12000 cm³ 2V 280-297 kW 308-404 PS £ 16:1 150
	A 40	

	78 519 610	PAIR HL 0,25 Ø 107.687 / 113.040 / 37.100 / 2.640 St/B/G 78 519 620 0,50 / 78 519 630 0,75
	78 520 600	PAIR AS STD Ø 117.100 / 139.650 // 3.213 St/B
	77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
	87 271 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 271 610 0,25 / 87 271 620 0,50 / 87 271 630 0,75
	87 561 600	SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75



50		130,175
	TD 122 KHE	01.1992 → 2002 D LA 6 12000 cm³ 2V 209 kW 284 PS £ 15:1 150
	L 180	

	90 081 600	Cyl. Ø: 130.175; KH: 114.2; VT1: -2.6; MT: -24.12; MØ: 79; GL: 175.2; piston pin: 55x114; number of piston rings: 2 RTK R 2,385 MO G6 M 3,16 CR DSF 4,75 CR → 80 00283 1 2 ... , 80 00283 6 2 ...
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	80 00283 1 2 000	Cyl. Ø: 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]
	80 00283 6 2 000	Cyl. Ø: 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]
	90 081 960	Piston: 90081600; Cylinder liner: 89328110
	90 081 961	Piston: 90081600; Cylinder liner: 89399110

cont...



90 081 962	Piston: 90081600; Cylinder liner: 89522110
 89 328 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3
89 522 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3
89 399 110	N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3
 78 519 600	PAIR HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 78 519 610 0,25 / 78 519 620 0,50 / 78 519 630 0,75
78 520 600	PAIR AS STD Ø 117.100 / 139.650 // 3.213 St/B
77 157 690	SET NW-L SEMI Ø 64.252 / 67.462 / 25.650 / St/W; NW-L SEMI Ø 56.310 / 59.525 / 25.650 / St/W; NW-L SEMI Ø 69.015 / 72.225 / 33.600 / St/W; NW-L SEMI Ø 60.290 / 63.500 / 25.650 / St/W; NW-L SEMI Ø 66.640 / 69.850 / 25.650 / St/W; NW-L SEMI Ø 61.077 / 64.287 / 25.650 / St/W; NW-L SEMI Ø 63.465 / 66.675 / 25.650 / St/W 77 157 600 STD
87 271 600	SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G 87 271 610 0,25 / 87 271 620 0,50 / 87 271 630 0,75
87 561 600	SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G 87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75

51



130,175



TJD 121 G
P 505

06.1987 →

D

A

6

12000 cm³

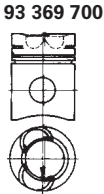
2V

243 kW

330 PS

ε 14,2:1

150



93 369 700 Cyl. Ø: 130.175; KH: 114.2; VT1: -2.6; MT: -27.9; MØ: 79; GL: 175.2; piston pin: 55x114; number of piston rings: 3
RTK
R 2,385 MO G6
M 3,16 CR
DSF 4,75 CR
→ **80 00283 1 2 ...**, **80 00283 6 2 ...**



80 00283 1 2 000

Cyl. Ø: 130.175; Set: 1; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]

80 00283 6 2 000

Cyl. Ø: 130.175; Set: 6; [R G6 MO 2.385] [M IF CR 3.16] [DSF CR 4.75]



93 369 970

Piston: 93369700; Cylinder liner: 89084110, →mot. 468 702

93 369 971

Piston: 93369700; Cylinder liner: 89328110, mot. 470 130→

93 369 972

Piston: 93369700; Cylinder liner: 89399110

93 369 973

Piston: 93369700; Cylinder liner: 89521110

93 369 974

Piston: 93369700; Cylinder liner: 89522110



89 328 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3

89 522 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=10.52+0.7 Y=18.3

89 084 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3

89 521 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=311 H+F=13.52+0.76 Y=18.3

89 399 110

N - Wet cylinder liner; finished; A=143.9 C=157.6 L=313 H+F=10.52+3.3 Y=18.3



78 520 600

PAIR AS STD Ø 117.100 / 139.650 // 3.213 St/B

87 271 600

SET PL STD Ø 92.042 / 96.837 / 46.200 / 2.362 St/B/G

87 271 610 0,25 / 87 271 620 0,50 / 87 271 630 0,75

87 561 600

SET HL STD Ø 107.937 / 113.040 / 37.100 / 2.515 St/B/G



87 561 610 0,25 / 87 561 620 0,50 / 87 561 630 0,75





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		Cyl.	mm	cm ³		Comp. Ratio ε	kW	PS	Pos
									1
F 18	GF	6	152 x 165	18000	4	11:1	288	392	1
F 24	GF	8	152 x 165	24000	4	11:1	384	522	1
L 36	GF	12	152 x 165	36000	4	11:1	576	783	1
P 48	GF	16	152 x 165	48000	4	11:1	768	1044	1

W



1



152



F 18

1986 →

GF

6

18000 cm³

4V

288 kW

392 PS

⊗ 11:1

⊞ 165

F 24

1986 →

GF

8

24000 cm³

4V

384 kW

522 PS

⊗ 11:1

⊞ 165

L 36

1986 →

GF

12

36000 cm³

4V

576 kW

783 PS

⊗ 11:1

⊞ 165

P 48

1986 →

GF

16

48000 cm³

4V

768 kW

1044 PS

⊗ 11:1

⊞ 165



40 088 600



Cyl. Ø: 152; KH: 107; MT: -26.2; MØ: 120; GL: 167; piston pin: 65x124.4; number of piston rings: 3

RTK

R 3,5 CR G6

M 3,5

DSF 4 CR

→ **80 00298 1 0 ...**

99 393 600



Cyl. Ø: 152; KH: 107; MT: -36.7; GL: 167; piston pin: 65x124; number of piston rings: 3

RTK

R 3,5 CR G6

M 3,5

DSF 4 CR

→ **80 00298 1 0 ...**



80 00298 1 0 000




Cyl. Ø: 152; Set: 1; [R G6 CR 3.5] [M IW 3.5] [DSF CR 4]



TRW
EngineComponents



WESTINGHOUSE

	Cyl.	 mm	cm ³		Comp. Ratio ε	kW	PS	Pos
West. W 31	2	75		2				3
West. WB 15	2	75		2				3
Westinghouse	2	75		2				4
Westinghouse	2	75		2				3
Westinghouse	2	75		2				5
West. Monoblock	1	90		2				8
West. NDR	2	90		2				9
West. Ratio-Presser	2	75		2				6
West. 15 W 37	2	75		2				3
West. 15.5 W 37	2	75		2				3
West. 187 P 4	1	60		2				1
West. 411 010	2	90		2				7
West. 411 012	2	90		2				7
West. 411 026	2	90		2				7
West. 411 034	2	90		2				7
West. 411 043	2	90		2				7
West. 411 510	2	90		2				7
West. 79 P 4	1	60		2				1
West.TU-FLO 500	2	63,5		2				2

W



TRW
EngineComponents

PIERBURG

WESTINGHOUSE

1		60		
	West. 187 P 4		1	2V
	West. 79 P 4		1	2V

80 00293 1 0 000 Cyl. Ø: 60; Set: 1; [N 2.5] [N 2.5] [G 4]

2		63,5		
	West. TU-FLO 500		2	2V

80 00285 2 0 000 Cyl. Ø: 63.5; Set: 2; [M 2.385] [M 2.385] [D 3.16] [M 2.385] [D 3.16]
80 00285 2 0 025 63,75

3		75		
	West. W 31		2	2V
	West. WB 15		2	2V
	Westinghouse		2	2V
	West. 15 W 37		2	2V
	West. 15.5 W 37		2	2V

94 061 700 Cyl. Ø: 75; KH: 32.156; GL: 52.781; piston pin: 15.875x60.3; number of piston rings: 3
94 061 710 75,254 / 94 061 720 75,508 / 94 061 730 75,762
N 2,385
N 2,385
DSF 3,947
→ **80 00241 2 1 ...**

80 00241 2 1 000 Cyl. Ø: 75; Set: 2; [N 2.385] [N 2.385] [DSF 3.947]
80 00241 2 1 025 75,254 / 80 00241 2 1 050 75,508 / 80 00241 2 1 075 75,762

4		75		
	Westinghouse		2	2V

91 368 600 Cyl. Ø: 75; KH: 35; GL: 65; piston pin: 15x66; number of piston rings: 4
91 368 610 75,50 / 91 368 620 76,00
URK
N 3
N 3
N 3
G 5
→ **80 00287 1 0 ...**

80 00287 1 0 000 Cyl. Ø: 75; Set: 1; [N 3] [N 3] [N 3] [G 5]
80 00287 1 0 050 75,50 / 80 00287 1 0 100 76,00

5		75		
	Westinghouse		2	2V

91 367 600 Cyl. Ø: 75; KH: 35; GL: 65; piston pin: 15x46; number of piston rings: 3
91 367 620 75,50
URK
M 3
N 3
G 5
also suitable as replacement for cast iron pistons

6		75		
	West. Ratio-Presser		2	2V

94 132 700 Cyl. Ø: 75; KH: 28; GL: 57; piston pin: 15x50; number of piston rings: 3
94 132 710 75,50 / 94 132 720 76,00
NM 2
NM 2
GSF 4
→ **80 00286 1 0 ...**

80 00286 1 0 000 Cyl. Ø: 75; Set: 1; [NM 2] [NM 2] [GSF 4]
80 00286 1 0 050 75,50 / 80 00286 1 0 100 76,00

W



7		90	
	West. 411 010	1965 →	2 2V
	West. 411 012	1965 →	2 2V
	West. 411 026	1965 →	2 2V
	West. 411 034	1965 →	2 2V
	West. 411 043	1965 →	2 2V
	West. 411 510	1965 →	2 2V

80 00105 1 1 000 Cyl. Ø: 90; Set: 1; [M 2.5] [NM 2.5] [GSF 4]

8		90	
	West. Monoblock		1 2V

94 164 600 Cyl. Ø: 90; KH: 32; GL: 62; piston pin: 20x60; number of piston rings: 2
 NM 2,5
 NM 2,5

78 773 600 PAIR PL-L STD Ø 34.991 / 37.600 / 21.000 / 1.312 St/A

9		90	
	West. NDR	05.1981 →	2 2V

80 00523 1 0 000 Cyl. Ø: 90; Set: 1; [NM 2.5] [NM 2.5] [G 4]





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	Cyl.	 X mm	cm ³		Comp. Ratio ε	kW	PS	Pos
GM 01	D (AN) 3	110 x 120	3121	2	15,6:1	38-41	51-56	23
GZ 01	D (AN) 4	110 x 120	4562	2	17:1	56	76	23
ZETOR Kompressor	1	65		2				1
1005 Euro 3	D (LA) 4	105 x 120	4156	2	17,8:1	71	97	16
1105 Euro 3	D (LA) 4	105 x 120	4156	2	17,8:1	57	77	16
1205 Euro 3	D (LA) 4	105 x 120	4156	2	17,8:1	65	88	16
1305 Euro 3	D (LA) 4	105 x 120	4156	2	17,8:1	79	107	16
1405 Euro 3	D (LA) 4	105 x 120	4156	2	17,8:1	86	117	16
1505 Euro 3	D (LA) 4	105 x 120	4156	2	17,8:1	95	129	16
2001	D (AN) 2	95 x 110	1560	2	17:1	17-21	23-28	2
3001	D (AN) 3	95 x 110	2340	2	17:1	25-29	34-40	3
4001	D (AN) 4	95 x 110	3120	2	16:1	35	48	4
4701	D (AN) 3	100 x 110	2590	2	17:1	31	42	7
4901	D (AN) 3	102 x 110	2696	2	17:1	26-33	35-45	11
5001	D (AN) 3	102 x 110	2696	2	17:1	26-33	35-45	12
5101	D (AN) 4	95 x 110	3120	2	17:1	43	58	5
5201	D (AN) 3	102 x 110	2696	2	17:1	33	45	12
5501	D (AN) 5	95 x 110	4680	2	17:1	40-44	55-60	6
5901	D (AN) 4	100 x 110	3456	2	17:1	42	57	8
6001	D (AN) 4	100 x 110	3456	2	17:1	40	57	9
6201	D (AN) 4	100 x 110	3456	2	17:1	42	57	9
6701	D (AN) 4	100 x 110	3456	2	17:1	42-48	57-65	10
6901	D (AN) 4	102 x 110	3596	2	17:1	42-46	57-62	13
7001	D (AN) 4	102 x 110	3596	2	17:1	46-48	63-65	14
7201	D (AN) 4	102 x 110	3596	2	17:1	48	65	14
7205 Euro 3	D (LA) 4	105 x 120	4156	2	17,8:1	48	65	16
7501	D (AN) 4	105 x 120	4156	2	17:1	52	71	17
7701	D (AN) 4	102 x 120	3922	2	17:1	52	71	15
7901	D (A) 4	102 x 120	3922	2		58	79	15
8001	D (AN) 4	110 x 120	4562	2	17:1	55-60	75-82	18
8002	D (AN) 4	110 x 120	4562	2	17:1	70-75	95-102	19
8004	D (AN) 4	110 x 120	4562	2	17:1	69-79	94-101	20
8401	D (AN) 4	110 x 120	4562	2	17:1	55-60	75-82	21
8403	D (AN) 4	110 x 120	4562	2	17:1	62	84	20
8601	D (AN) 6	110 x 120	6842	2	17:1	74-87	100-118	18
8602	D (AN) 4	110 x 120	4562	2	17:1	110-118	150-160	19
8604	D (AN) 4	110 x 120	4562	2	17:1	108-132	147-179	20
8701	D (AN) 6	110 x 120	6842	2	17:1	74-85	101-116	22
8703	D (AN) 4	110 x 120	4562	2	17:1	81-92	110-125	20

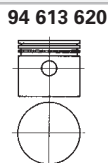


1 65



ZETOR Kompressor

1 2V



94 613 620 Cyl. Ø: 66; KH: 32; GL: 58; piston pin: 18x56; number of piston rings: 3

R 2,5
NM 2,5
G 4



80 00302 1 0 000 Cyl. Ø: 65; Set: 1; [R 2.5] [NM 2.5] [G 4]
80 00302 1 0 050 65,50

2 95



2001

1960 → 1977

D AN 2

1560 cm³

2V

17-21 kW

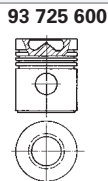
23-28 PS

ε 17:1

110



Series 1511, Series 1522, Series 2011, Series 2013, Series 2017, Series 2023, Series 2511



93 725 600 Cyl. Ø: 95; KH: 66; MT: -18.4; MØ: 48; GL: 114; piston pin: 35x77; number of piston rings: 4

R 3 CR
M 3
N 3
GSF 5

→ **80 00289 1 0 ...**



80 00289 1 0 000 Cyl. Ø: 95; Set: 1; [R CR 3] [M 3] [N 3] [GSF 5]



93 725 960 Piston: 93725600; Cylinder liner: 88480110



88 480 110 N - Wet cylinder liner; finished; A=111 C=122 L=210 H+F=10+0.5



4298 EX; 33 x 10 x 127.5 x S - - 45° - 13 - III

4297 IN; 39 x 8 x 129.4 x S - - 45° - 1 - III

3 95



3001

1960 → 1977

D AN 3

2340 cm³

2V

25-29 kW

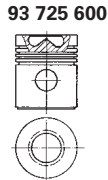
34-40 PS

ε 17:1

110



Series 3011, Series 3013, Series 3016, Series 3017, Series 3045, Series 3511, Series 3513, Series 3516, Series 3545



93 725 600 Cyl. Ø: 95; KH: 66; MT: -18.4; MØ: 48; GL: 114; piston pin: 35x77; number of piston rings: 4

R 3 CR
M 3
N 3
GSF 5

→ **80 00289 1 0 ...**



80 00289 1 0 000 Cyl. Ø: 95; Set: 1; [R CR 3] [M 3] [N 3] [GSF 5]



93 725 960 Piston: 93725600; Cylinder liner: 88480110



88 480 110 N - Wet cylinder liner; finished; A=111 C=122 L=210 H+F=10+0.5



78 949 600 PAIR AS STD Ø 77.750 / 99.750 // 2.950 St/A; AS STD Ø 76.250 / 89.750 // 2.950 St/A

77 299 600 SET PL STD Ø 60.000 / 64.000 / 32.000 / 1.980 St/A

77 299 610 0,25 / **77 299 620** 0,50

77 300 600 SET HL STD Ø 70.000 / 76.000 / 36.000 / 2.977 St/A; HL STD Ø 70.000 / 76.000 / 32.000 / 2.977 St/A



4298 EX; 33 x 10 x 127.5 x S - - 45° - 13 - III

4297 IN; 39 x 8 x 129.4 x S - - 45° - 1 - III

4 95



4001

1960 → 06.1972

D AN 4

3120 cm³

2V

35 kW

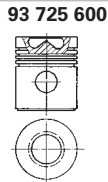
48 PS

ε 16:1

110



Series 4011, Series 4016, Series 4511, Series 4611



93 725 600 Cyl. Ø: 95; KH: 66; MT: -18.4; MØ: 48; GL: 114; piston pin: 35x77; number of piston rings: 4

R 3 CR
M 3
N 3
GSF 5

→ **80 00289 1 0 ...**

cont...



TRW
EngineComponents

PIERBURG

PIERBURG
ZETOR

	80 00289 1 0 000	Cyl. Ø: 95; Set: 1; [R CR 3] [M 3] [N 3] [GSF 5]
	93 725 960	Piston: 93725600; Cylinder liner: 88480110
	88 480 110	N - Wet cylinder liner; finished; A=111 C=122 L=210 H+F=10+0.5
	78 949 600	PAIR AS STD Ø 77.750 / 99.750 // 2.950 St/A; AS STD Ø 76.250 / 89.750 // 2.950 St/A
	77 301 600	SET PL STD Ø 60.000 / 64.000 / 32.000 / 1.980 St/A 77 301 610 0,25 / 77 301 620 0,50 / 77 301 630 0,75
	77 302 600	SET HL STD Ø 70.000 / 76.000 / 36.000 / 2.977 St/A; HL STD Ø 70.000 / 76.000 / 32.000 / 2.977 St/A 77 302 610 0,25 / 77 302 620 0,50 / 77 302 630 0,75
	4298	EX; 33 x 10 x 127.5 x S - - 45° - 13 - III
	4297	IN; 39 x 8 x 129.4 x S - - 45° - 1 - III

5		95							
	5101	1965 →	D AN 4	3120 cm ³	2V	43 kW	58 PS	£ 17:1	110
	Series 5011								

	78 949 600	PAIR AS STD Ø 77.750 / 99.750 // 2.950 St/A; AS STD Ø 76.250 / 89.750 // 2.950 St/A
	77 301 600	SET PL STD Ø 60.000 / 64.000 / 32.000 / 1.980 St/A 77 301 610 0,25 / 77 301 620 0,50 / 77 301 630 0,75
	77 302 600	SET HL STD Ø 70.000 / 76.000 / 36.000 / 2.977 St/A; HL STD Ø 70.000 / 76.000 / 32.000 / 2.977 St/A 77 302 610 0,25 / 77 302 620 0,50 / 77 302 630 0,75

6		95							
	5501	1960 → 1977	D AN 5	4680 cm ³	2V	40-44 kW	55-60 PS	£ 17:1	110
	Series 5311, Series 5511, Series 5516, Series 5545, Series 5547, Series 5645, Series 5647, Series 5711, Series 5718, Series 5745, Series 5748, Series 5845								

	93 725 600	Cyl. Ø: 95; KH: 66; MT: -18.4; MØ: 48; GL: 114; piston pin: 35x77; number of piston rings: 4
		R 3 CR
		M 3
		N 3
		GSF 5
		→ 80 00289 1 0 ...

	80 00289 1 0 000	Cyl. Ø: 95; Set: 1; [R CR 3] [M 3] [N 3] [GSF 5]
	93 725 960	Piston: 93725600; Cylinder liner: 88480110
	88 480 110	N - Wet cylinder liner; finished; A=111 C=122 L=210 H+F=10+0.5

7		100							
	4701		D AN 3	2590 cm ³	2V	31 kW	42 PS	£ 17:1	110
	Series 4320, Series 4340, Series 4711, Series 4712, Series 4718, Series 5911, Series 5945								

	94 628 600	Cyl. Ø: 100; KH: 66.5; MT: -21.8; MØ: 52.7; GL: 116.5; piston pin: 35x85; number of piston rings: 3
		R 3 CR
		M 3
		DSF 5 CR
		→ 80 00303 1 0 ...

	80 00303 1 0 000	Cyl. Ø: 100; Set: 1; [R CR 3] [M 3] [DSF CR 5]
	94 628 960	Piston: 94628600; Cylinder liner: 88829110
	88 829 110	N - Wet cylinder liner; finished; A=115 C=123 L=225.5 H+F=10+0.4
	78 949 600	PAIR AS STD Ø 77.750 / 99.750 // 2.950 St/A; AS STD Ø 76.250 / 89.750 // 2.950 St/A
	77 299 600	SET PL STD Ø 60.000 / 64.000 / 32.000 / 1.980 St/A 77 299 610 0,25 / 77 299 620 0,50
	77 300 600	SET HL STD Ø 70.000 / 76.000 / 36.000 / 2.977 St/A; HL STD Ø 70.000 / 76.000 / 32.000 / 2.977 St/A



8		100
	5901	01.1984 → D AN 4 3456 cm ³ 2V 42 kW 57 PS € 17:1 110
	Series 5911, Series 5945	

	78 949 600	PAIR AS STD Ø 77.750 / 99.750 // 2.950 St/A; AS STD Ø 76.250 / 89.750 // 2.950 St/A
	77 301 600	SET PL STD Ø 60.000 / 64.000 / 32.000 / 1.980 St/A 77 301 610 0,25 / 77 301 620 0,50 / 77 301 630 0,75
	77 302 600	SET HL STD Ø 70.000 / 76.000 / 36.000 / 2.977 St/A; HL STD Ø 70.000 / 76.000 / 32.000 / 2.977 St/A 77 302 610 0,25 / 77 302 620 0,50 / 77 302 630 0,75

9		100
	6001	D AN 4 3456 cm ³ 2V 40 kW 57 PS € 17:1 110
	6201	D AN 4 3456 cm ³ 2V 42 kW 57 PS € 17:1 110
	Series 4320, Series 4340, Series 5911, Series 5945, Series 6011, Series 6045, Series 6211, Series 6245, Series 6711, Series 6718, Series 6745, Series 6748, Series 6911, Series 6945	

	94 628 600	Cyl. Ø: 100; KH: 66.5; MT: -21.8; MØ: 52.7; GL: 116.5; piston pin: 35x85; number of piston rings: 3 R 3 CR M 3 DSF 5 CR → 80 00303 1 0 ...

	80 00303 1 0 000	Cyl. Ø: 100; Set: 1; [R CR 3] [M 3] [DSF CR 5]
--	-------------------------	--

	94 628 960	Piston: 94628600; Cylinder liner: 88829110
--	-------------------	--

	88 829 110	N - Wet cylinder liner; finished; A=115 C=123 L=225.5 H+F=10+0.4
--	-------------------	--

	78 949 600	PAIR AS STD Ø 77.750 / 99.750 // 2.950 St/A; AS STD Ø 76.250 / 89.750 // 2.950 St/A
	77 301 600	SET PL STD Ø 60.000 / 64.000 / 32.000 / 1.980 St/A 77 301 610 0,25 / 77 301 620 0,50 / 77 301 630 0,75
	77 302 600	SET HL STD Ø 70.000 / 76.000 / 36.000 / 2.977 St/A; HL STD Ø 70.000 / 76.000 / 32.000 / 2.977 St/A 77 302 610 0,25 / 77 302 620 0,50 / 77 302 630 0,75

10		100
	6701	D AN 4 3456 cm ³ 2V 42-48 kW 57-65 PS € 17:1 110
	Series 5022, Series 6011, Series 6045, Series 6245, Series 6711, Series 6718, Series 6745, Series 6748	

	94 628 600	Cyl. Ø: 100; KH: 66.5; MT: -21.8; MØ: 52.7; GL: 116.5; piston pin: 35x85; number of piston rings: 3 R 3 CR M 3 DSF 5 CR → 80 00303 1 0 ...

	80 00290 1 0 000	Cyl. Ø: 100; Set: 1; [R CR 3] [M 3] [N 3] [GSF 5]
	80 00303 1 0 000	Cyl. Ø: 100; Set: 1; [R CR 3] [M 3] [DSF CR 5]

	94 628 960	Piston: 94628600; Cylinder liner: 88829110
--	-------------------	--

	88 829 110	N - Wet cylinder liner; finished; A=115 C=123 L=225.5 H+F=10+0.4
--	-------------------	--

	78 949 600	PAIR AS STD Ø 77.750 / 99.750 // 2.950 St/A; AS STD Ø 76.250 / 89.750 // 2.950 St/A
	77 301 600	SET PL STD Ø 60.000 / 64.000 / 32.000 / 1.980 St/A 77 301 610 0,25 / 77 301 620 0,50 / 77 301 630 0,75
	77 302 600	SET HL STD Ø 70.000 / 76.000 / 36.000 / 2.977 St/A; HL STD Ø 70.000 / 76.000 / 32.000 / 2.977 St/A 77 302 610 0,25 / 77 302 620 0,50 / 77 302 630 0,75



11



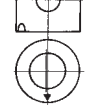
102



4901

D AN 3 2696 cm³ 2V 26-33 kW 35-45 PS £ 17:1 H 110

Series 4911, Series 4918, Series 4945



94 631 600 Cyl. Ø: 102; KH: 66.5; MT: -22.4; MØ: 54; GL: 116.5; piston pin: 35x85; number of piston rings: 3
R 3 CR
M 3
DSF 5 CR
→ **80 00304 1 0 ...**
Version 5

94 886 600 Cyl. Ø: 102; KH: 66.5; MT: -23.1; MØ: 56; GL: 116.5; piston pin: 35x85; number of piston rings: 3
R 3 CR
M 3
DSF 5 CR
→ **80 00304 1 0 ...**
Version 6

80 00291 1 0 000 Cyl. Ø: 102; Set: 1; [R G3 CR 3] [M G3 3] [N 3] [DSF 5]

80 00304 1 0 000 Cyl. Ø: 102; Set: 1; [R CR 3] [M 3] [DSF CR 5]

94 631 960 Piston: 94631600; Cylinder liner: 89058110

94 886 960 Piston: 94886600; Cylinder liner: 89058110

89 058 110 N - Wet cylinder liner; finished; A=116 C=124 L=225.7 H+F=10.07+0.7

78 949 600 PAIR AS STD Ø 77.750 / 99.750 // 2.950 St/A; AS STD Ø 76.250 / 89.750 // 2.950 St/A

77 299 600 SET PL STD Ø 60.000 / 64.000 / 32.000 / 1.980 St/A

77 299 610 0,25 / 77 299 620 0,50

77 300 600 SET HL STD Ø 70.000 / 76.000 / 36.000 / 2.977 St/A; HL STD Ø 70.000 / 76.000 / 32.000 / 2.977 St/A

12



102



5001

1978 →

D AN 3 2696 cm³ 2V 26-33 kW 35-45 PS £ 17:1 H 110

5201

D AN 3 2696 cm³ 2V 33 kW 45 PS £ 17:1 H 110



Series 5011, Series 5045, Series 5211, Series 5245, Series 5320, Series 5340, Series 5911, Series 5945, Series 6911, Series 6918, Series 6945, Series 6948



94 631 600 Cyl. Ø: 102; KH: 66.5; MT: -22.4; MØ: 54; GL: 116.5; piston pin: 35x85; number of piston rings: 3
R 3 CR
M 3
DSF 5 CR
→ **80 00304 1 0 ...**
Version 5

94 886 600 Cyl. Ø: 102; KH: 66.5; MT: -23.1; MØ: 56; GL: 116.5; piston pin: 35x85; number of piston rings: 3
R 3 CR
M 3
DSF 5 CR
→ **80 00304 1 0 ...**
Version 6

80 00304 1 0 000 Cyl. Ø: 102; Set: 1; [R CR 3] [M 3] [DSF CR 5]

94 631 960 Piston: 94631600; Cylinder liner: 89058110

94 886 960 Piston: 94886600; Cylinder liner: 89058110

89 058 110 N - Wet cylinder liner; finished; A=116 C=124 L=225.7 H+F=10.07+0.7

78 949 600 PAIR AS STD Ø 77.750 / 99.750 // 2.950 St/A; AS STD Ø 76.250 / 89.750 // 2.950 St/A

77 299 600 SET PL STD Ø 60.000 / 64.000 / 32.000 / 1.980 St/A

77 299 610 0,25 / 77 299 620 0,50

77 300 600 SET HL STD Ø 70.000 / 76.000 / 36.000 / 2.977 St/A; HL STD Ø 70.000 / 76.000 / 32.000 / 2.977 St/A



13

102



6901

1978 →

D AN 4 3596 cm³ 2V 42-46 kW 57-62 PS ξ 17:1 \bar{H} 110



Series 6511, Series 6545, Series 6911, Series 6918, Series 6945, Series 6948



94 631 600



Cyl. \varnothing : 102; KH: 66.5; MT: -22.4; M \varnothing : 54; GL: 116.5; piston pin: 35x85; number of piston rings: 3

R 3 CR

M 3

DSF 5 CR

→ 80 00304 1 0 ...

Version 5



94 886 600



Cyl. \varnothing : 102; KH: 66.5; MT: -23.1; M \varnothing : 56; GL: 116.5; piston pin: 35x85; number of piston rings: 3

R 3 CR

M 3

DSF 5 CR

→ 80 00304 1 0 ...

Version 6



80 00291 1 0 000

Cyl. \varnothing : 102; Set: 1; [R G3 CR 3] [M G3 3] [N 3] [DSF 5]

80 00304 1 0 000

Cyl. \varnothing : 102; Set: 1; [R CR 3] [M 3] [DSF CR 5]



94 631 960

Piston: 94631600; Cylinder liner: 89058110

94 886 960

Piston: 94886600; Cylinder liner: 89058110



89 058 110

N - Wet cylinder liner; finished; A=116 C=124 L=225.7 H+F=10.07+0.7



78 949 600

PAIR AS STD \varnothing 77.750 / 99.750 // 2.950 St/A; AS STD \varnothing 76.250 / 89.750 // 2.950 St/A

77 301 600

SET PL STD \varnothing 60.000 / 64.000 / 32.000 / 1.980 St/A

77 301 610 0,25 / 77 301 620 0,50 / 77 301 630 0,75

77 302 600

SET HL STD \varnothing 70.000 / 76.000 / 36.000 / 2.977 St/A; HL STD \varnothing 70.000 / 76.000 / 32.000 / 2.977 St/A

77 302 610 0,25 / 77 302 620 0,50 / 77 302 630 0,75

14

102



7001

01.1984 →

D AN 4 3596 cm³ 2V 46-48 kW 63-65 PS ξ 17:1 \bar{H} 110

7201

01.1984 →

D AN 4 3596 cm³ 2V 48 kW 65 PS ξ 17:1 \bar{H} 110



Series 5320, Series 5340, Series 7011, Series 7045, Series 7211, Series 7245



94 631 600



Cyl. \varnothing : 102; KH: 66.5; MT: -22.4; M \varnothing : 54; GL: 116.5; piston pin: 35x85; number of piston rings: 3

R 3 CR

M 3

DSF 5 CR

→ 80 00304 1 0 ...

Version 5



94 886 600



Cyl. \varnothing : 102; KH: 66.5; MT: -23.1; M \varnothing : 56; GL: 116.5; piston pin: 35x85; number of piston rings: 3

R 3 CR

M 3

DSF 5 CR

→ 80 00304 1 0 ...

Version 6



80 00304 1 0 000

Cyl. \varnothing : 102; Set: 1; [R CR 3] [M 3] [DSF CR 5]



94 631 960

Piston: 94631600; Cylinder liner: 89058110

94 886 960

Piston: 94886600; Cylinder liner: 89058110



89 058 110

N - Wet cylinder liner; finished; A=116 C=124 L=225.7 H+F=10.07+0.7



78 949 600

PAIR AS STD \varnothing 77.750 / 99.750 // 2.950 St/A; AS STD \varnothing 76.250 / 89.750 // 2.950 St/A

77 301 600

SET PL STD \varnothing 60.000 / 64.000 / 32.000 / 1.980 St/A

77 301 610 0,25 / 77 301 620 0,50 / 77 301 630 0,75

77 302 600

SET HL STD \varnothing 70.000 / 76.000 / 36.000 / 2.977 St/A; HL STD \varnothing 70.000 / 76.000 / 32.000 / 2.977 St/A

77 302 610 0,25 / 77 302 620 0,50 / 77 302 630 0,75



15		102								
		7701	1986 →	D AN 4	3922 cm ³	2V	52 kW	71 PS	£ 17:1	120
		7901	1971 → 1980	D A 4	3922 cm ³	2V	58 kW	79 PS		120
		Series 6320, Series 6340, Series 7320, Series 7340, Series 7711, Series 7745								

	94 887 600	Cyl. Ø: 102; KH: 66.5; MT: -23.1; MØ: 56; GL: 116.5; piston pin: 35x85; number of piston rings: 3								
		RTK								
		T15	3	CR	G6					
		M	3							
		DSF	5	CR						
		→ 80 00305 1 0 ...								

	80 00305 1 0 000	Cyl. Ø: 102; Set: 1; [T15 G6 CR 3] [M 3] [DSF CR 5]								
--	-------------------------	---	--	--	--	--	--	--	--	--

	94 887 960	Piston: 94887600; Cylinder liner: 89058110								
--	-------------------	--	--	--	--	--	--	--	--	--

	89 058 110	N - Wet cylinder liner; finished; A=116 C=124 L=225.7 H+F=10.07+0.7								
--	-------------------	---	--	--	--	--	--	--	--	--

	78 949 600	PAIR AS STD Ø 77.750 / 99.750 // 2.950 St/A; AS STD Ø 76.250 / 89.750 // 2.950 St/A								
	77 301 600	SET PL STD Ø 60.000 / 64.000 / 32.000 / 1.980 St/A								
		77 301 610 0,25 / 77 301 620 0,50 / 77 301 630 0,75								
	77 302 600	SET HL STD Ø 70.000 / 76.000 / 36.000 / 2.977 St/A; HL STD Ø 70.000 / 76.000 / 32.000 / 2.977 St/A								
		77 302 610 0,25 / 77 302 620 0,50 / 77 302 630 0,75								

16		105								
		1005 Euro 3		D LA 4	4156 cm ³	2V	71 kW	97 PS	£ 17,8:1	120
		1105 Euro 3		D LA 4	4156 cm ³	2V	57 kW	77 PS	£ 17,8:1	120
		1205 Euro 3		D LA 4	4156 cm ³	2V	65 kW	88 PS	£ 17,8:1	120
		1305 Euro 3		D LA 4	4156 cm ³	2V	79 kW	107 PS	£ 17,8:1	120
		1405 Euro 3		D LA 4	4156 cm ³	2V	86 kW	117 PS	£ 17,8:1	120
		1505 Euro 3		D LA 4	4156 cm ³	2V	95 kW	129 PS	£ 17,8:1	120
		7205 Euro 3		D LA 4	4156 cm ³	2V	48 kW	65 PS	£ 17,8:1	120
		105, 115, 125, 65, 75, 85, 95								
		7.22946.33.0	EGR Valve; electric							

17		105								
		7501		D AN 4	4156 cm ³	2V	52 kW	71 PS	£ 17:1	120
		Series 10540, Series 7520, Series 7540								
	80 00307 1 0 000	Cyl. Ø: 105; Set: 1; [T15 G6 CR 3] [M 3] [DSF CR 5]								

18		110								
		8001	01.1968 →	D AN 4	4562 cm ³	2V	55-60 kW	75-82 PS	£ 17:1	120
		8601	01.1968 →	D AN 6	6842 cm ³	2V	74-87 kW	100-118 PS	£ 17:1	120
		Series 12011, Series 12045, Series 8011, Series 8045, Series 8611								

	93 891 600	Cyl. Ø: 110; KH: 76.3; MT: -21.8; GL: 128.3; piston pin: 40x93; number of piston rings: 3								
		RTK								
		T15	2,9	MO	G3					
		M	3							
		DSF	6	CR						
		→ 80 00308 1 0 ...								

	80 00292 1 0 000	Cyl. Ø: 110; Set: 1; [R CR 3] [M 3] [M 3] [GSF 6]								
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	80 00308 1 0 000	Cyl. Ø: 110; Set: 1; [T15 G3 MO 2.9] [M 3] [DSF CR 6]								
--	-------------------------	---	--	--	--	--	--	--	--	--

	93 891 960	Piston: 93891600; Cylinder liner: 88877110								
--	-------------------	--	--	--	--	--	--	--	--	--

	88 877 110	N - Wet cylinder liner; finished; A=127 C=136 L=233.7 H+F=10.07+0.7								
--	-------------------	---	--	--	--	--	--	--	--	--

	4144	EX; 41.5 x 10 x 138.9 x A/S - Cr - 45° - 1 - III								
	4484	IN; 49 x 10 x 138.9 x A/S - - 45° - 1 - III								



19



110



8002

D AN 4 4562 cm³ 2V 70-75 kW 95-102 PS ξ 17:1 $\frac{H}{F}$ 120

8602

01.1981 →

D AN 4 4562 cm³ 2V 110-118 kW 150-160 PS ξ 17:1 $\frac{H}{F}$ 120

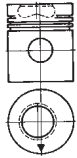


Series 10011, Series 10045, Series 10111, Series 10145, Series 10211, Series 10245, Series 14145, Series 14245, Series 16045, Series 16111, Series 16145, Series 16245, Series 8111, Series 8145, Series 8211, Series 8245, Series 9111, Series 9145, Series 9211, Series 9245



93 891 600

Cyl. \varnothing : 110; KH: 76.3; MT: -21.8; GL: 128.3; piston pin: 40x93; number of piston rings: 3



RTK

T15 2,9 MO G3

M 3

DSF 6 CR

→ 80 00308 1 0 ...



80 00308 1 0 000

Cyl. \varnothing : 110; Set: 1; [T15 G3 MO 2.9] [M 3] [DSF CR 6]



93 891 960

Piston: 93891600; Cylinder liner: 88877110



88 877 110

N - Wet cylinder liner; finished; A=127 C=136 L=233.7 H+F=10.07+0.7



78 964 600

PAIR AS STD \varnothing 87.900 / 106.700 // 2.950 St/B

77 318 600

SET HL STD \varnothing 80.000 / 84.000 / 40.000 / 1.965 St/B/G; HL STD \varnothing 80.000 / 84.000 / 37.000 / 1.965 St/B/G
77 318 610 0,25 / 77 318 620 0,50

77 322 600

SET PL STD \varnothing 70.000 / 74.000 / 37.000 / 1.973 St/B/G

77 322 610 0,25 / 77 322 620 0,50

20



110



8004

D AN 4 4562 cm³ 2V 69-79 kW 94-101 PS ξ 17:1 $\frac{H}{F}$ 120

8403

D AN 4 4562 cm³ 2V 62 kW 84 PS ξ 17:1 $\frac{H}{F}$ 120

8604

D AN 4 4562 cm³ 2V 108-132 kW 147-179 PS ξ 17:1 $\frac{H}{F}$ 120

8703

D AN 4 4562 cm³ 2V 81-92 kW 110-125 PS ξ 17:1 $\frac{H}{F}$ 120



Series 10311, Series 10345, Series 11311, Series 11345, Series 12311, Series 12345, Series 14311, Series 14345, Series 16345, Series 18345, Series 8311, Series 8345, Series 9311, Series 9345



80 00309 1 0 000

Cyl. \varnothing : 110; Set: 1; [T15 G3 MO 2.9] [M 3] [DSF CR 4]



88 877 110

N - Wet cylinder liner; finished; A=127 C=136 L=233.7 H+F=10.07+0.7



78 964 600

PAIR AS STD \varnothing 87.900 / 106.700 // 2.950 St/B

77 316 600

SET PL STD \varnothing 70.000 / 74.000 / 30.000 / 1.973 St/B/G

77 316 610 0,25

77 318 600

SET HL STD \varnothing 80.000 / 84.000 / 40.000 / 1.965 St/B/G; HL STD \varnothing 80.000 / 84.000 / 37.000 / 1.965 St/B/G

77 318 610 0,25 / 77 318 620 0,50

21



110



8401

01.1981 →

D AN 4 4562 cm³ 2V 55-60 kW 75-82 PS ξ 17:1 $\frac{H}{F}$ 120



Series 8011, Series 8045, Series 8111, Series 8145, Series 8211, Series 8245



88 877 110

N - Wet cylinder liner; finished; A=127 C=136 L=233.7 H+F=10.07+0.7



78 964 600

PAIR AS STD \varnothing 87.900 / 106.700 // 2.950 St/B

77 318 600

SET HL STD \varnothing 80.000 / 84.000 / 40.000 / 1.965 St/B/G; HL STD \varnothing 80.000 / 84.000 / 37.000 / 1.965 St/B/G

77 318 610 0,25 / 77 318 620 0,50

77 322 600

SET PL STD \varnothing 70.000 / 74.000 / 37.000 / 1.973 St/B/G

77 322 610 0,25 / 77 322 620 0,50

22



110



8701

D AN 6 6842 cm³ 2V 74-85 kW 101-116 PS ξ 17:1 $\frac{H}{F}$ 120



Series 11211, Series 11245, Series 12011, Series 12045, Series 12111, Series 12145, Series 12211, Series 12245, Series 8711



88 877 110

N - Wet cylinder liner; finished; A=127 C=136 L=233.7 H+F=10.07+0.7



78 964 600

PAIR AS STD \varnothing 87.900 / 106.700 // 2.950 St/B

77 319 600

SET HL STD \varnothing 80.000 / 84.000 / 40.000 / 1.965 St/B/G; HL STD \varnothing 80.000 / 84.000 / 37.000 / 1.965 St/B/G

77 323 600

SET PL STD \varnothing 70.000 / 74.000 / 37.000 / 1.973 St/B/G

77 323 610 0,25



23

110



GM 01

1969 →

D AN 3

3121 cm³

2V

38-41 kW

51-56 PS

£ 15,6:1

120

GZ 01

1969 →

D AN 4

4562 cm³

2V

56 kW

76 PS

£ 17:1

120



Series 8001, Series 8011, Series 8045, Series 8401



93 891 600

Cyl. Ø: 110; KH: 76.3; MT: -21.8; GL: 128.3; piston pin: 40x93; number of piston rings: 3



RTK

T15 2,9 MO G3

M 3

DSF 6 CR

→ **80 00308 1 0 ...**



80 00292 1 0 000

Cyl. Ø: 110; Set: 1; [R CR 3] [M 3] [M 3] [GSF 6]

80 00308 1 0 000

Cyl. Ø: 110; Set: 1; [T15 G3 MO 2.9] [M 3] [DSF CR 6]



93 891 960

Piston: 93891600; Cylinder liner: 88877110



88 877 110

N - Wet cylinder liner; finished; A=127 C=136 L=233.7 H+F=10.07+0.7



TRW
EngineComponents



CROSS REFERENCE

DE Vergleichsliste

EN Cross reference

FR Liste de correspondances

ES Lista de referencias

RU Лист сравнения





REF-No.		Pos (→)
CUMMINS		
3055099	89 833 110	13 (→ 80)
380 2122	99 677 960	10 (→ 79)
380 2130	99 677 600	10 (→ 79)
3802081	50 005 242	2 (→ 76), 3 (→ 76), 5 (→ 77), 6 (→ 78)
3802085	105-35618	9 (→ 79), 10 (→ 79)
3802160	99 676 600	1 (→ 76), 2 (→ 76) ... 5 (→ 77), 6 (→ 78)
3802230	80 00544 1 0 000	1 (→ 76), 2 (→ 76) ... 5 (→ 77), 6 (→ 78)
3802275	105-35617	9 (→ 79), 10 (→ 79)
3802278	50 005 219	9 (→ 79), 10 (→ 79), 11 (→ 80), 12 (→ 80)
3802279	99 677 600	10 (→ 79)
3802281	99 865 600	11 (→ 80)
3802344	99 866 600	9 (→ 79), 12 (→ 80)
3802355	105-35615	1 (→ 76), 2 (→ 76) ... 6 (→ 78), 7 (→ 78)
3802356	105-35616	1 (→ 76), 2 (→ 76) ... 6 (→ 78), 7 (→ 78)
3802429	80 00545 1 0 000	9 (→ 79), 10 (→ 79), 11 (→ 80), 12 (→ 80)
3802463	105-35617	9 (→ 79), 10 (→ 79)
3901085	72 473 690	1 (→ 76), 2 (→ 76) ... 5 (→ 77), 6 (→ 78)
3901117	105-35615	1 (→ 76), 2 (→ 76) ... 6 (→ 78), 7 (→ 78)
3901306	72 472 600	1 (→ 76), 2 (→ 76) ... 5 (→ 77), 6 (→ 78)
3901607	105-35616	1 (→ 76), 2 (→ 76) ... 6 (→ 78), 7 (→ 78)
3902254	105-35618	9 (→ 79), 10 (→ 79)
3914639	50 006 361	4 (→ 77), 5 (→ 77), 6 (→ 78)
3919041	40 324 600	6 (→ 78)
3920867	105-35615	1 (→ 76), 2 (→ 76) ... 6 (→ 78), 7 (→ 78)
3920868	105-35616	1 (→ 76), 2 (→ 76) ... 6 (→ 78), 7 (→ 78)
3921444	105-35618	9 (→ 79), 10 (→ 79)
3921953	50 006 362	7 (→ 78)
3924472	105-35617	9 (→ 79), 10 (→ 79)
3924492		
3925878	40 330 960	11 (→ 80)
3926631	40 322 600	6 (→ 78)
3928144	7.02242.42.0	1 (→ 76), 2 (→ 76) ... 5 (→ 77), 6 (→ 78)
3929039	50 006 364	1 (→ 76), 2 (→ 76)
3929042	50 006 361	4 (→ 77), 5 (→ 77), 6 (→ 78)
3930337	50 005 217	4 (→ 77), 5 (→ 77), 6 (→ 78)
3933254	7.02242.44.0	10 (→ 79)
3933255		
3933256		
3934167	50 006 363	10 (→ 79)
3936318	7.02242.44.0	10 (→ 79)
3936319		
3936320		
3941476	72 473 690	1 (→ 76), 2 (→ 76) ... 5 (→ 77), 6 (→ 78)
3960342	50 005 241	10 (→ 79), 11 (→ 80)
DAF		
0159280	89 442 110	2 (→ 83)
0159289	89 413 110	3 (→ 83), 4 (→ 84)
0220095	88 547 110	1 (→ 83)
037 1646	50 006 378	4 (→ 84)
0394080	88 640 110	3 (→ 83), 4 (→ 84)
0680857	91 571 600	1 (→ 83)
0680866	91 571 960	1 (→ 83)
0682066	80 00049 1 0 000	3 (→ 83)
0682070	93 052 600	3 (→ 83)
0682071	93 052 960	3 (→ 83)
0683167	93 052 600	3 (→ 83)
0683200	77 181 600	3 (→ 83), 4 (→ 84)
0683201	77 181 610	3 (→ 83), 4 (→ 84)
0683413	94 896 600	4 (→ 84)
117383	77 179 600	3 (→ 83)
117384	77 179 610	3 (→ 83)
117385	77 179 620	3 (→ 83)
117386	77 179 630	3 (→ 83)
1307654	105-35601	4 (→ 84)
1327029	105-35600	4 (→ 84)
133 5373	50 006 378	4 (→ 84)
1362696	105-35620	4 (→ 84)



TRW
EngineComponents



CROSS REFERENCE

REF-No.		Pos (→)
DAF		
1384615	94 896 600	4 (→ 84)
1425198	99 436 600	2 (→ 83)
1456148	91 571 600	1 (→ 83)
159288	88 624 110	2 (→ 83)
160 9221	50 006 378	4 (→ 84)
1603846	105-35621	4 (→ 84)
1620638	94896600	4 (→ 84)
1628843	81-12003	4 (→ 84)
1654942	105-35620	4 (→ 84)
1684773	105-35621	4 (→ 84)
1699329	88640110	3 (→ 83), 4 (→ 84)
210279	81-8901	1 (→ 83)
212275	88547110	1 (→ 83)
220095		
220655401	81-1200	3 (→ 83)
240474	88 624 110	2 (→ 83)
241054	88 640 110	3 (→ 83), 4 (→ 84)
241116	88 624 110	2 (→ 83)
244856	91 571 600	1 (→ 83)
256960	88 640 110	3 (→ 83), 4 (→ 84)
256960	89 413 110	3 (→ 83), 4 (→ 84)
257263	105-35291	1 (→ 83)
257340	88 624 110	2 (→ 83)
267356	105-35399	3 (→ 83)
267357	105-35379	3 (→ 83)
289325	77 180 600	3 (→ 83)
289326	77 180 610	3 (→ 83)
289327	77 180 620	3 (→ 83)
289329	77 180 640	3 (→ 83)
356891	93052600	3 (→ 83)
368893	81-1200	3 (→ 83)
394080	88 640 110	3 (→ 83), 4 (→ 84)
396080		
396855	88 624 110	2 (→ 83)
507430	91 571 600	1 (→ 83)
517472	105-35296	1 (→ 83)
615410	93 052 600	3 (→ 83)
655395	105-35399	3 (→ 83)
655398	105-35379	3 (→ 83)
655401	81-1200	3 (→ 83)
680850	80 00045 1 0 000	1 (→ 83)
680857	91 571 600	1 (→ 83)
680861	93 052 600	3 (→ 83)
680866	91 571 960	1 (→ 83)
680867		
680870	93 052 960	3 (→ 83)
680872	91 571 960	1 (→ 83)
681175	77 181 600	3 (→ 83), 4 (→ 84)
681176	77 181 610	3 (→ 83), 4 (→ 84)
681177	77 181 620	3 (→ 83), 4 (→ 84)
681212	93 052 600	3 (→ 83)
681213	93 052 960	3 (→ 83)
681294	77 182 600	3 (→ 83)
681598	93 052 960	3 (→ 83)
681646	80 00050 1 0 000	4 (→ 84)
681649	78 893 600	3 (→ 83)
681891	93 052 600	3 (→ 83)
681892	93 052 960	3 (→ 83)
681948	93 052 600	3 (→ 83)
681948	93 052 960	3 (→ 83)
681949		
681964		
682070	93 052 600	3 (→ 83)
682071	93 052 960	3 (→ 83)
682075		
683167	93 052 600	3 (→ 83)



TRW
EngineComponents

PIERBURG

CROSS REFERENCE

REF-No.		Pos (→)
DEUTZ		
0101 5900	92 334 800	108 (→ 138), 112 (→ 140), 114 (→ 140), 116 (→ 141)
0116 2303	80 00125 1 2 000	39 (→ 102), 42 (→ 104) ... 51 (→ 111), 52 (→ 112)
0116 8817	KK-8H	27 (→ 99), 28 (→ 99) ... 73 (→ 125), 77 (→ 128)
0116 8818	KK-10H	107 (→ 138), 108 (→ 138) ... 171 (→ 163), 174 (→ 164)
0117 3937	7.02242.05.0	1 (→ 90), 40 (→ 103), 41 (→ 103)
0117 4336	80 00126 1 2 000	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0117 8755	MK-10H	107 (→ 138), 108 (→ 138) ... 171 (→ 163), 174 (→ 164)
0117 9938	MK-8H	2 (→ 90), 4 (→ 91) ... 183 (→ 168), 185 (→ 168)
0125 9275	88 834 110	186 (→ 169), 187 (→ 169)
0210 0541	78 042 660	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0210 1145	78 186 600	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0210 1146		
0210 1149	78 186 610	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0210 1153	78 186 620	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0210 1154		
0210 1157	78 186 630	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0210 1161	78 186 640	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0210 1165	78 186 650	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0210 1166		
0210 1175	89 005 110	39 (→ 102), 42 (→ 104) ... 51 (→ 111), 52 (→ 112)
0210 1223	50 006 367	46 (→ 107), 47 (→ 108) ... 72 (→ 125), 73 (→ 125)
0210 1535	78 042 600	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0210 1536	78 042 610	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0210 1537	78 042 620	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0210 1538	78 042 630	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0210 1539	78 042 640	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0210 1540	78 042 650	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0210 1676	92-22001	27 (→ 99), 28 (→ 99) ... 73 (→ 125), 77 (→ 128)
0210 3784	91 490 600	186 (→ 169), 187 (→ 169)
0210 3785		
0210 3786		
0210 8102	MK-8H	2 (→ 90), 4 (→ 91) ... 183 (→ 168), 185 (→ 168)
0210 8183	22149	7 (→ 92), 8 (→ 93) ... 14 (→ 95), 15 (→ 95)
0210 8184	22150	4 (→ 91), 5 (→ 91) ... 15 (→ 95), 16 (→ 95)
0213 0385	50 005 367	49 (→ 109), 50 (→ 110), 51 (→ 111), 52 (→ 112), 60 (→ 116)
0213 0440	50 005 366	44 (→ 105), 45 (→ 106), 46 (→ 107), 48 (→ 109), 70 (→ 124)
0213 1899	78 228 600	39 (→ 102), 44 (→ 105) ... 76 (→ 128), 77 (→ 128)
0213 1901	78 228 620	39 (→ 102), 44 (→ 105) ... 76 (→ 128), 77 (→ 128)
0213 3580	93 315 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0213 3730	2246	27 (→ 99), 31 (→ 100)
0213 3731	2282	27 (→ 99), 28 (→ 99) ... 73 (→ 125), 77 (→ 128)
0213 4302	78 186 600	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0213 4303		
0213 4306	78 186 610	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0213 4307		
0213 4311	78 186 620	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0213 4315	78 186 630	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0213 4319	78 186 640	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0213 4323	78 186 650	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0213 5118	93 168 600	39 (→ 102)
0213 6627	78 276 600	59 (→ 116), 60 (→ 116) ... 65 (→ 121), 66 (→ 122)
0213 6628		
0213 6951	92 834 610	43 (→ 105), 45 (→ 106), 48 (→ 109), 50 (→ 110), 52 (→ 112)
0213 6959	92 834 600	43 (→ 105), 45 (→ 106), 48 (→ 109), 50 (→ 110), 52 (→ 112)
0213 6961	92 834 610	43 (→ 105), 45 (→ 106), 48 (→ 109), 50 (→ 110), 52 (→ 112)
0213 7155	78 276 610	59 (→ 116), 60 (→ 116) ... 65 (→ 121), 66 (→ 122)
0213 7156		
0213 7159	78 276 620	59 (→ 116), 60 (→ 116) ... 65 (→ 121), 66 (→ 122)
0213 7160		
0213 7163	78 276 630	59 (→ 116), 60 (→ 116) ... 65 (→ 121), 66 (→ 122)
0213 7164		
0213 7168	78 276 640	59 (→ 116), 60 (→ 116) ... 65 (→ 121), 66 (→ 122)
0213 7206	93 315 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0213 7300	2256	39 (→ 102), 40 (→ 103) ... 73 (→ 125), 77 (→ 128)
0213 7301	2259	39 (→ 102), 40 (→ 103) ... 73 (→ 125), 77 (→ 128)
0213 7302	92-22001	27 (→ 99), 28 (→ 99) ... 73 (→ 125), 77 (→ 128)
0213 7306	92-22003	27 (→ 99), 28 (→ 99) ... 73 (→ 125), 77 (→ 128)
0213 7307	92-22004	27 (→ 99), 28 (→ 99) ... 73 (→ 125), 77 (→ 128)



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REF-No.		Pos (→)
DEUTZ		
0213 7488	88 684 110	60 (→ 116), 61 (→ 117) ... 76 (→ 128), 77 (→ 128)
0213 7721	93 535 600	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0213 7722	93 535 610	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0213 7726	93 535 600	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0213 7727	93 535 610	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0213 7741	78 186 600	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0213 7749		
0213 7750		
0213 7753	78 186 610	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0213 7754		
0213 7757	78 186 620	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0213 7758		
0213 7761	78 186 630	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0213 7762		
0213 7765	78 186 640	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0213 7766		
0213 7769	78 186 650	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0213 7770		
0213 7828	89 005 110	39 (→ 102), 42 (→ 104) ... 51 (→ 111), 52 (→ 112)
0213 7974	93 315 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0213 7975	93 315 610	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0213 7979	93 315 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0213 8819	50 009 251	46 (→ 107), 48 (→ 109)
0213 9151	93 315 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0213 9171	93 315 610	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0213 9393	78 652 600	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0213 9394	78 652 610	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0213 9395	78 652 620	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0213 9396	78 652 630	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0213 9397	78 652 640	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0213 9501	88 684 110	60 (→ 116), 61 (→ 117) ... 76 (→ 128), 77 (→ 128)
0213 9737	73 419 600	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0214 0414	89 030 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0214 0530		
0214 3107		
0214 3277	88 562 110	107 (→ 138), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0214 3451	93 224 600	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0214 3455		
0214 3456		
0214 3484		
0214 3485		
0214 4036	50 005 871	110 (→ 139)
0214 4037		
0214 4042	89 030 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0214 4189	78 609 600	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0214 4190	78 609 610	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0214 4191	78 609 620	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0214 4192	78 609 630	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0214 4193	78 609 640	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0214 4195	78 609 660	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0214 5390	78 650 600	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 5690	78 650 610	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 5691	78 650 620	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 5692	78 650 630	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 5693	78 650 640	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6178	78 650 600	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6180	78 653 600	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6264	78 650 600	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6265		
0214 6266	78 653 600	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6267		
0214 6528	78 653 610	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6529	78 653 620	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6530	78 653 630	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6531	78 653 640	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6534	78 653 610	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6535		
0214 6536	78 653 620	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6537		



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REF-No.		Pos (→)
DEUTZ		
0214 6538	78 653 630	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6539		
0214 6540	78 653 640	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6541		
0214 6547	78 650 610	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6548	78 650 620	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6549	78 650 630	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6550	78 650 640	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6553	78 650 610	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6554		
0214 6555	78 650 620	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6556		
0214 6557	78 650 630	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6558		
0214 6559	78 650 640	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0214 6560		
0214 6790	80 00132 1 0 000	107 (→ 138), 109 (→ 139), 110 (→ 139), 115 (→ 141)
0214 7103	89 030 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0214 7219	78 338 600	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0214 7220	78 338 610	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0214 7221	78 338 620	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0214 7222	78 338 630	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0214 7240	78 366 600	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0214 7241	78 366 610	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0214 7242	78 366 620	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0214 7243	78 366 630	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0214 7491	93 224 620	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0214 7497	93 224 610	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0214 7840	78366600	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0214 8102	81-2249	107 (→ 138), 110 (→ 139) ... 153 (→ 156), 157 (→ 157)
0214 8103	81-2252	107 (→ 138), 110 (→ 139) ... 153 (→ 156), 157 (→ 157)
0214 8104	81-2250	107 (→ 138), 110 (→ 139) ... 153 (→ 156), 157 (→ 157)
0214 8105	81-2251	107 (→ 138), 110 (→ 139) ... 153 (→ 156), 157 (→ 157)
0214 8106	81-2253	107 (→ 138), 110 (→ 139) ... 153 (→ 156), 157 (→ 157)
0214 8107	81-2254	107 (→ 138), 110 (→ 139) ... 153 (→ 156), 157 (→ 157)
0214 8133	78 609 640	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0214 8199	78 609 660	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0214 8207	78 609 630	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0214 8208	78 609 620	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0214 8209	78 609 610	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0214 8210	78 609 600	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0214 8906	2294	107 (→ 138), 108 (→ 138) ... 171 (→ 163), 174 (→ 164)
0214 8907		
0214 9139	80 00078 1 1 000	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0215 2670	91 490 600	186 (→ 169), 187 (→ 169)
0215 2671		
0215 2672		
0215 8473	88 834 110	186 (→ 169), 187 (→ 169)
0223 0164	78 043 600	29 (→ 99), 30 (→ 99), 31 (→ 100), 42 (→ 104), 43 (→ 105)
0223 0170	78 628 600	39 (→ 102), 44 (→ 105) ... 76 (→ 128), 77 (→ 128)
0223 0171		
0223 0172	78 628 610	39 (→ 102), 44 (→ 105) ... 76 (→ 128), 77 (→ 128)
0223 0173	78 628 620	39 (→ 102), 44 (→ 105) ... 76 (→ 128), 77 (→ 128)
0223 0181	78 628 600	39 (→ 102), 44 (→ 105) ... 76 (→ 128), 77 (→ 128)
0223 0182	78 628 610	39 (→ 102), 44 (→ 105) ... 76 (→ 128), 77 (→ 128)
0223 0183	78 628 620	39 (→ 102), 44 (→ 105) ... 76 (→ 128), 77 (→ 128)
0223 0196	87 379 800	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0223 0201		
0223 0349	93 741 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 0609	78 652 600	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0223 0610	78 652 610	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0223 0611	78 652 620	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0223 0612	78 652 630	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0223 0613	78 652 640	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0223 0615	78 652 610	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0223 0825	93 168 600	39 (→ 102)
0223 0842	93 741 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 0843	93 741 610	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)



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REF-No.		Pos (→)
DEUTZ		
0223 0878	50 003 079	42 (→ 104), 44 (→ 105) ... 73 (→ 125), 77 (→ 128)
0223 0893	93 741 610	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 1154	50 003 079	42 (→ 104), 44 (→ 105) ... 73 (→ 125), 77 (→ 128)
0223 1377	89 005 110	39 (→ 102), 42 (→ 104) ... 51 (→ 111), 52 (→ 112)
0223 1658	93 315 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0223 1659	93 741 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 1660		
0223 1661	93 315 610	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0223 1662	93 741 610	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 1663		
0223 1667	80 00071 1 1 000	62 (→ 118), 65 (→ 121), 68 (→ 123), 73 (→ 125), 77 (→ 128)
0223 1668	80 00071 1 1 050	62 (→ 118), 65 (→ 121), 68 (→ 123), 73 (→ 125), 77 (→ 128)
0223 1829	92 815 600	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0223 1830		
0223 1927	89 005 110	39 (→ 102), 42 (→ 104) ... 51 (→ 111), 52 (→ 112)
0223 1928	88 684 110	60 (→ 116), 61 (→ 117) ... 76 (→ 128), 77 (→ 128)
0223 1975	89 005 110	39 (→ 102), 42 (→ 104) ... 51 (→ 111), 52 (→ 112)
0223 2007	50003091	42 (→ 104), 44 (→ 105) ... 73 (→ 125), 77 (→ 128)
0223 2081		
0223 2528	81-2246	1 (→ 90), 27 (→ 99) ... 73 (→ 125), 77 (→ 128)
0223 2717	2293	27 (→ 99), 28 (→ 99) ... 73 (→ 125), 77 (→ 128)
0223 3020	81-2247	1 (→ 90), 27 (→ 99) ... 73 (→ 125), 77 (→ 128)
0223 3021	81-2248	1 (→ 90), 27 (→ 99) ... 73 (→ 125), 77 (→ 128)
0223 3072	92 834 600	43 (→ 105), 45 (→ 106), 48 (→ 109), 50 (→ 110), 52 (→ 112)
0223 3076	92 834 610	43 (→ 105), 45 (→ 106), 48 (→ 109), 50 (→ 110), 52 (→ 112)
0223 3077	80 00125 1 2 050	39 (→ 102), 42 (→ 104) ... 51 (→ 111), 52 (→ 112)
0223 3302	80 00071 1 1 000	62 (→ 118), 65 (→ 121), 68 (→ 123), 73 (→ 125), 77 (→ 128)
0223 3303	80 00071 1 1 050	62 (→ 118), 65 (→ 121), 68 (→ 123), 73 (→ 125), 77 (→ 128)
0223 3304	93 741 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 3305	93 741 610	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 3306	93 741 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 3307	93 741 610	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 3308	93 315 610	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0223 3347	78 042 610	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0223 3361	92 815 600	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0223 3383	93 280 600	62 (→ 118), 65 (→ 121)
0223 3384		
0223 3578	93 315 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0223 3580		
0223 3581	93 315 610	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0223 3661	93 472 600	40 (→ 103)
0223 3662	93 472 610	40 (→ 103)
0223 4078	89 083 110	40 (→ 103)
0223 4087	93 472 620	40 (→ 103)
0223 4100	93 472 600	40 (→ 103)
0223 4101	93 472 610	40 (→ 103)
0223 4102	93 472 620	40 (→ 103)
0223 4329	93 280 600	62 (→ 118), 65 (→ 121)
0223 4337	93 280 610	62 (→ 118), 65 (→ 121)
0223 4598	93 535 960	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0223 5183	78 276 600	59 (→ 116), 60 (→ 116) ... 65 (→ 121), 66 (→ 122)
0223 5185	78 652 600	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0223 5186	93 315 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0223 5187		
0223 5188	93 315 610	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0223 5189	78 652 610	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0223 5192	78 652 620	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0223 5194	78 652 630	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0223 5196	78 652 640	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0223 5204	78 276 610	59 (→ 116), 60 (→ 116) ... 65 (→ 121), 66 (→ 122)
0223 5207	78 276 620	59 (→ 116), 60 (→ 116) ... 65 (→ 121), 66 (→ 122)
0223 5210	78 276 630	59 (→ 116), 60 (→ 116) ... 65 (→ 121), 66 (→ 122)
0223 5213	78 276 640	59 (→ 116), 60 (→ 116) ... 65 (→ 121), 66 (→ 122)
0223 5232	93 315 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0223 5234	93 315 610	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0223 5235	80 00072 1 0 050	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0223 5236	80 00072 1 0 000	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0223 5561	80 00071 1 1 000	62 (→ 118), 65 (→ 121), 68 (→ 123), 73 (→ 125), 77 (→ 128)



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REF-No.		Pos (→)
DEUTZ		
0223 5562	80 00071 1 1 050	62 (→ 118), 65 (→ 121), 68 (→ 123), 73 (→ 125), 77 (→ 128)
0223 5973	93 472 600	40 (→ 103)
0223 6151	50 003 091	42 (→ 104), 44 (→ 105) ... 73 (→ 125), 77 (→ 128)
0223 6370	88 684 110	60 (→ 116), 61 (→ 117) ... 76 (→ 128), 77 (→ 128)
0223 6679	93 741 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 6680	93 741 610	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 6681	93 280 600	62 (→ 118), 65 (→ 121)
0223 6681	93 741 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 6682	93 280 610	62 (→ 118), 65 (→ 121)
0223 6682	93 741 610	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 6683	90 669 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0223 6683	93 315 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0223 6684	93 315 610	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0223 6688	93 741 610	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 6689	93 280 610	62 (→ 118), 65 (→ 121)
0223 6691	93 741 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 6692	93 280 600	62 (→ 118), 65 (→ 121)
0223 6804	88 684 110	60 (→ 116), 61 (→ 117) ... 76 (→ 128), 77 (→ 128)
0223 7221	2256	39 (→ 102), 40 (→ 103) ... 73 (→ 125), 77 (→ 128)
0223 7343	50 003 091	42 (→ 104), 44 (→ 105) ... 73 (→ 125), 77 (→ 128)
0223 7551	80 00127 1 1 000	68 (→ 123), 69 (→ 124), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 7923	50 005 369	63 (→ 119)
0223 8604	93 741 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 9090	92 815 610	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0223 9097	50 003 079	42 (→ 104), 44 (→ 105) ... 73 (→ 125), 77 (→ 128)
0223 9106	93 280 600	62 (→ 118), 65 (→ 121)
0223 9107	93 280 610	62 (→ 118), 65 (→ 121)
0223 9182	92 815 610	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0223 9260	92 815 600	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0223 9260	93 535 600	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0223 9482	93 741 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 9496	90 669 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0223 9498	93 741 610	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 9499	93 741 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 9500		
0223 9501	93 741 610	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0223 9550	7.02242.00.0	30 (→ 99), 42 (→ 104) ... 51 (→ 111), 73 (→ 125)
0223 9674	80 00126 1 1 050	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0223 9720	50 003 091	42 (→ 104), 44 (→ 105) ... 73 (→ 125), 77 (→ 128)
0223 9742		
0223 9746		
0223 9754		
0223 9758	50 003 079	42 (→ 104), 44 (→ 105) ... 73 (→ 125), 77 (→ 128)
0223 9762	50 003 091	42 (→ 104), 44 (→ 105) ... 73 (→ 125), 77 (→ 128)
0229 0637	89 083 110	40 (→ 103)
0229 1429	93 472 600	40 (→ 103)
0240 2148	92 334 800	108 (→ 138), 112 (→ 140), 114 (→ 140), 116 (→ 141)
0240 2360	89 030 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0240 2585	2279	108 (→ 138), 112 (→ 140) ... 163 (→ 160), 164 (→ 160)
0240 2603	78609600	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0240 3913	81-2229	98 (→ 137), 99 (→ 137)
0240 3914	81-2230	98 (→ 137), 99 (→ 137)
0240 3915	81-2231	98 (→ 137), 99 (→ 137)
0240 3917	81-2232	98 (→ 137), 99 (→ 137)
0240 5321	92 334 800	108 (→ 138), 112 (→ 140), 114 (→ 140), 116 (→ 141)
0240 5821		
0240 6631	88 562 110	107 (→ 138), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0240 7401	78 609 600	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0240 7414	78 366 600	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0240 7908	78 609 610	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0240 7909	78 609 620	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0240 7910	78 609 630	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0240 7911	78 609 640	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0240 7913	78 609 660	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0240 7914	78 338 610	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0240 7915		
0240 7916	78 338 620	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0240 7917		



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REF-No.		Pos (→)
DEUTZ		
0240 7918	78 338 630	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0240 7919		
0240 8120	78 366 610	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0240 8129	78 338 610	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0240 8130	78 338 620	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0240 8131	78 338 630	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0240 8136	78 366 610	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0240 8137	78 366 620	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0240 8138	78 366 630	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0240 9330	78366600	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0240 9331		
0240 9344		
0241 1281	81-2240	108 (→ 138), 112 (→ 140), 113 (→ 140), 114 (→ 140), 116 (→ 141)
0241 1282	81-2242	108 (→ 138), 112 (→ 140), 113 (→ 140), 114 (→ 140), 116 (→ 141)
0241 2046	92 334 800	108 (→ 138), 112 (→ 140), 114 (→ 140), 116 (→ 141)
0241 2165	2294	107 (→ 138), 108 (→ 138) ... 171 (→ 163), 174 (→ 164)
0241 3115	88 562 110	107 (→ 138), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0241 3505	80 00130 1 1 050	108 (→ 138), 112 (→ 140), 114 (→ 140), 116 (→ 141)
0241 4189	78 609 600	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0241 4190	78 609 610	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0241 4191	78 609 620	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0241 4192	78 609 630	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0241 4193	78 609 640	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0241 4195	78609660	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0241 4263	81-2242	108 (→ 138), 112 (→ 140), 113 (→ 140), 114 (→ 140), 116 (→ 141)
0241 4264	81-2241	108 (→ 138), 112 (→ 140), 113 (→ 140), 114 (→ 140), 116 (→ 141)
0241 4265	81-2243	108 (→ 138), 112 (→ 140), 113 (→ 140), 114 (→ 140), 116 (→ 141)
0241 4268	81-2240	108 (→ 138), 112 (→ 140), 113 (→ 140), 114 (→ 140), 116 (→ 141)
0241 4269	81-2242	108 (→ 138), 112 (→ 140), 113 (→ 140), 114 (→ 140), 116 (→ 141)
0241 6767	50 005 368	127 (→ 146), 129 (→ 146), 150 (→ 155), 151 (→ 155)
0241 6768	50 005 873	132 (→ 148), 134 (→ 149) ... 157 (→ 157), 158 (→ 158)
0241 7200	92 334 800	108 (→ 138), 112 (→ 140), 114 (→ 140), 116 (→ 141)
0241 7203		
0241 7204	80 00130 1 1 000	108 (→ 138), 112 (→ 140), 114 (→ 140), 116 (→ 141)
0241 7708	80 00132 1 0 000	107 (→ 138), 109 (→ 139), 110 (→ 139), 115 (→ 141)
0241 7866	80 00130 1 1 050	108 (→ 138), 112 (→ 140), 114 (→ 140), 116 (→ 141)
0242 1586	78 609 610	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0242 1587	78 609 620	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0242 1588	78 609 630	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0242 1589	78 609 640	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0242 1591	78 609 660	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0242 2180	93 224 600	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0242 2181	93 224 610	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0242 2182	93 224 620	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0242 2183	93 771 600	117 (→ 142), 118 (→ 142) ... 138 (→ 150), 141 (→ 152)
0242 2186		
0242 3006	89 384 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0242 3007	89 030 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0242 3411	89 402 110	161 (→ 159), 162 (→ 159) ... 174 (→ 164), 176 (→ 165)
0242 3438	91 048 600	165 (→ 161), 166 (→ 161), 168 (→ 162), 171 (→ 163), 174 (→ 164)
0242 3578	89 384 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0242 3579		
0242 3581	89 402 110	161 (→ 159), 162 (→ 159) ... 174 (→ 164), 176 (→ 165)
0242 3583	89 030 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0242 3589		
0242 3590	89 384 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0242 3696	89 030 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0242 3722	78 609 600	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0242 3811	91 056 600	161 (→ 159), 162 (→ 159) ... 173 (→ 164), 176 (→ 165)
0242 3812	91 056 610	161 (→ 159), 162 (→ 159) ... 173 (→ 164), 176 (→ 165)
0242 3927	91 048 620	165 (→ 161), 166 (→ 161), 168 (→ 162), 171 (→ 163), 174 (→ 164)
0242 3944	78 609 610	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0242 3945	78 609 620	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0242 3946	78 609 630	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0242 7392	50 009 250	127 (→ 146), 129 (→ 146)
0291 0321	92 334 800	108 (→ 138), 112 (→ 140), 114 (→ 140), 116 (→ 141)



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REF-No.		Pos (→)
DEUTZ		
0291 0321	92 334 980	108 (→ 138), 112 (→ 140), 114 (→ 140), 116 (→ 141)
0291 0377		
0291 2632		
0291 2668	93 224 960	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0291 2811	93 315 960	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0291 2812	93 741 960	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0291 2813		
0291 2877	92 334 980	108 (→ 138), 112 (→ 140), 114 (→ 140), 116 (→ 141)
0291 4750		
0291 8271	93 224 960	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0291 8487	93 280 960	62 (→ 118), 65 (→ 121)
0291 8590	93 315 960	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0291 8591		
0291 8594	93 224 960	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0291 9231		
0291 9232	93 741 960	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0291 9233		
0291 9374	93 224 960	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0291 9379		
0291 9398	93 741 960	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0291 9399	93 315 960	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0291 9400	93 280 960	62 (→ 118), 65 (→ 121)
0292 1536	92 834 961	43 (→ 105), 45 (→ 106), 48 (→ 109), 50 (→ 110), 52 (→ 112)
0292 1586		
0292 1601	93 472 960	40 (→ 103)
0292 2157	93 168 960	39 (→ 102)
0292 2158	91 490 962	186 (→ 169), 187 (→ 169)
0292 2609	92 815 960	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0292 2614	93 224 960	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0292 2617	92 964 960	188 (→ 170), 189 (→ 171)
0292 2771	93 771 960	117 (→ 142), 118 (→ 142) ... 138 (→ 150), 141 (→ 152)
0292 2958	91 048 960	165 (→ 161), 166 (→ 161), 168 (→ 162), 171 (→ 163), 174 (→ 164)
0292 3572	93 741 960	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0292 3874	90 669 960	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0292 3934	93 224 960	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0292 4519		
0292 5347	93 472 960	40 (→ 103)
0292 5618	92 815 960	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0292 5622	93 741 960	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0292 5623	93 315 960	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0292 5624	93 280 960	62 (→ 118), 65 (→ 121)
0292 5625	93 741 960	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0292 5628	91 048 960	165 (→ 161), 166 (→ 161), 168 (→ 162), 171 (→ 163), 174 (→ 164)
0292 5655	92 815 960	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0292 5659		
0292 5735	93 315 960	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0292 5834	93 224 961	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0292 5882	93 315 960	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0292 5926	91 048 960	165 (→ 161), 166 (→ 161), 168 (→ 162), 171 (→ 163), 174 (→ 164)
0292 5954	92 815 960	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0292 5956		
0292 5956	93 535 960	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0292 5985	94 486 970	69 (→ 124)
0292 7185	78 938 600	2 (→ 90), 3 (→ 90) ... 24 (→ 98), 25 (→ 98)
0292 7195	79 241 600	2 (→ 90), 3 (→ 90) ... 24 (→ 98), 25 (→ 98)
0292 7196	79 241 610	2 (→ 90), 3 (→ 90) ... 24 (→ 98), 25 (→ 98)
0292 7197	79 241 620	2 (→ 90), 3 (→ 90) ... 24 (→ 98), 25 (→ 98)
0292 8006	93 771 961	117 (→ 142), 118 (→ 142) ... 138 (→ 150), 141 (→ 152)
0292 8089	90 669 960	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0292 8141	93 168 960	39 (→ 102)
0292 8142	93 535 960	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0292 8146	92 815 960	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0292 8713	90 669 961	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0292 8714	90 669 960	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0292 8961	78 778 600	2 (→ 90), 3 (→ 90) ... 24 (→ 98), 25 (→ 98)
0292 8967	79 241 600	2 (→ 90), 3 (→ 90) ... 24 (→ 98), 25 (→ 98)
0292 8968	79 241 610	2 (→ 90), 3 (→ 90) ... 24 (→ 98), 25 (→ 98)
0292 8969	79 241 620	2 (→ 90), 3 (→ 90) ... 24 (→ 98), 25 (→ 98)



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REF-No.		Pos (→)
DEUTZ		
0292 9001	93 224 600	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0292 9070	79 265 600	19 (→ 96), 20 (→ 97), 21 (→ 97), 22 (→ 98)
0292 9071	79 265 610	19 (→ 96), 20 (→ 97), 21 (→ 97), 22 (→ 98)
0292 9100	79 266 600	19 (→ 96), 20 (→ 97), 21 (→ 97), 22 (→ 98)
0292 9104	79 242 600	19 (→ 96), 20 (→ 97), 21 (→ 97), 22 (→ 98)
0292 9106	79 266 610	19 (→ 96), 20 (→ 97), 21 (→ 97), 22 (→ 98)
0292 9339	50 009 253	46 (→ 107), 48 (→ 109)
0292 9340	50 009 251	46 (→ 107), 48 (→ 109)
0292 9342	50 009 252	51 (→ 111), 52 (→ 112)
0292 9379	93 224 961	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0292 9430	79 268 600	80 (→ 130), 81 (→ 131) ... 87 (→ 134), 88 (→ 134)
0292 9431	79 268 610	80 (→ 130), 81 (→ 131) ... 87 (→ 134), 88 (→ 134)
0292 9432	79 268 620	80 (→ 130), 81 (→ 131) ... 87 (→ 134), 88 (→ 134)
0292 9434	79 269 600	80 (→ 130), 81 (→ 131) ... 86 (→ 133), 87 (→ 134)
0292 9435	79 269 610	80 (→ 130), 81 (→ 131) ... 86 (→ 133), 87 (→ 134)
0292 9436	79 269 620	80 (→ 130), 81 (→ 131) ... 86 (→ 133), 87 (→ 134)
0292 9438	79 243 600	80 (→ 130), 81 (→ 131) ... 87 (→ 134), 88 (→ 134)
0292 9559	93 315 960	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0292 9722	79 320 600	177 (→ 165), 178 (→ 166), 179 (→ 166), 183 (→ 168)
0292 9723	79 322 600	177 (→ 165), 178 (→ 166) ... 182 (→ 167), 183 (→ 168)
0292 9730	79 266 620	19 (→ 96), 20 (→ 97), 21 (→ 97), 22 (→ 98)
0292 9731	79 265 620	19 (→ 96), 20 (→ 97), 21 (→ 97), 22 (→ 98)
0292 9968	93 535 961	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0292 9969	94 653 960	46 (→ 107), 51 (→ 111)
0292 9972	92 834 962	43 (→ 105), 45 (→ 106), 48 (→ 109), 50 (→ 110), 52 (→ 112)
0292 9973	93 741 961	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0292 9977	94 654 960	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0292 9981	93 741 960	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0292 9983	90 669 960	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0292 9987	94 668 961	61 (→ 117), 64 (→ 120)
0292 9989	90 669 963	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0292 9990	90 669 961	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0293 1010	99 343 960	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0293 1062	78 935 600	32 (→ 100), 34 (→ 101) ... 55 (→ 114), 56 (→ 115)
0293 1065	79 285 600	32 (→ 100), 34 (→ 101) ... 55 (→ 114), 56 (→ 115)
0293 1071	78 935 610	32 (→ 100), 34 (→ 101) ... 55 (→ 114), 56 (→ 115)
0293 1223	79 285 600	32 (→ 100), 34 (→ 101) ... 55 (→ 114), 56 (→ 115)
0293 1286	79 321 600	181 (→ 167), 182 (→ 167)
0293 1297	79 267 600	85 (→ 133), 88 (→ 134)
0293 1298	79 267 610	85 (→ 133), 88 (→ 134)
0293 1299	79 267 620	85 (→ 133), 88 (→ 134)
0293 1331	79 355 600	32 (→ 100), 34 (→ 101) ... 55 (→ 114), 56 (→ 115)
0293 1406	79 262 600	32 (→ 100), 34 (→ 101) ... 55 (→ 114), 56 (→ 115)
0293 1410	79 319 600	177 (→ 165), 178 (→ 166) ... 182 (→ 167), 183 (→ 168)
0293 1411	79 319 610	177 (→ 165), 178 (→ 166) ... 182 (→ 167), 183 (→ 168)
0293 1412	79 319 620	177 (→ 165), 178 (→ 166) ... 182 (→ 167), 183 (→ 168)
0293 1454	94 473 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0293 1473	79 267 600	85 (→ 133), 88 (→ 134)
0293 1474	79 267 610	85 (→ 133), 88 (→ 134)
0293 1580	79 315 600	32 (→ 100), 34 (→ 101) ... 55 (→ 114), 56 (→ 115)
0293 1585	79 356 600	32 (→ 100), 34 (→ 101) ... 55 (→ 114), 56 (→ 115)
0293 1726	79 314 600	32 (→ 100), 34 (→ 101) ... 55 (→ 114), 56 (→ 115)
0293 1843	79 322 600	177 (→ 165), 178 (→ 166) ... 182 (→ 167), 183 (→ 168)
0293 1881	79243600	80 (→ 130), 81 (→ 131) ... 87 (→ 134), 88 (→ 134)
0335 8928	81-2219	91 (→ 135), 92 (→ 136) ... 105 (→ 138), 106 (→ 138)
0335 8931	81-2221	91 (→ 135), 92 (→ 136) ... 105 (→ 138), 106 (→ 138)
0336 2379	78 042 600	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0336 2380	78 042 610	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0336 2381	78 042 620	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0336 2382	78 042 630	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0336 2383	78 042 640	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0336 2384	78 042 650	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0336 2385	78 042 660	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0336 5215	78062630	94 (→ 136), 96 (→ 136)
0336 5788	81-2211	91 (→ 135), 92 (→ 136), 94 (→ 136), 97 (→ 136)
0336 5790	81-2223	91 (→ 135), 92 (→ 136), 94 (→ 136), 97 (→ 136)
0336 5791	81-2224	91 (→ 135), 92 (→ 136), 94 (→ 136), 97 (→ 136)



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REF-No.		Pos (→
DEUTZ		
0337 1447	88 860 110	26 (→ 98)
0337 1614	50 009 127	39 (→ 102), 42 (→ 104) ... 74 (→ 126), 76 (→ 128)
0337 1664	2265	26 (→ 98)
0337 1711	2264	26 (→ 98)
0337 1712	81-2215	26 (→ 98)
0337 1713	81-2216	26 (→ 98)
0337 1741	81-2226	27 (→ 99), 28 (→ 99), 29 (→ 99), 30 (→ 99), 31 (→ 100)
0337 1742	81-2227	27 (→ 99), 28 (→ 99), 29 (→ 99), 30 (→ 99), 31 (→ 100)
0337 1743	81-2228	27 (→ 99), 28 (→ 99), 29 (→ 99), 30 (→ 99), 31 (→ 100)
0337 1746	2238	27 (→ 99), 31 (→ 100)
0337 1760	92-22003	27 (→ 99), 28 (→ 99) ... 73 (→ 125), 77 (→ 128)
0337 1762	2256	39 (→ 102), 40 (→ 103) ... 73 (→ 125), 77 (→ 128)
0337 1776		
0337 3069	88 834 110	186 (→ 169), 187 (→ 169)
0350 8334	88860110	26 (→ 98)
0400 0633	81-2244	186 (→ 169), 189 (→ 171)
0400 1661	89 039 110	188 (→ 170), 189 (→ 171)
0400 3453	92 964 600	188 (→ 170), 189 (→ 171)
0400 5976		
0400 5977		
0400 6854	80 00333 1 0 000	188 (→ 170), 189 (→ 171)
0400 9723	92 964 600	188 (→ 170), 189 (→ 171)
0400 9724		
0400 9811		
0400 9812		
0405 0041		
0405 2321		
0405 4294		
0414 0237	80 00078 1 1 050	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0414 0238	80 00078 1 1 100	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0414 0370	93 224 620	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0414 0796	78 653 600	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0414 0797	78 653 610	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0414 0798	78 653 620	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0414 0799	78 653 630	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0414 0800	78 653 640	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0414 0984	89 030 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0414 1427	93 771 600	117 (→ 142), 118 (→ 142) ... 138 (→ 150), 141 (→ 152)
0414 1731	93 224 600	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0414 1732	93 224 610	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0414 1733	93 224 620	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0414 1736	93 771 600	117 (→ 142), 118 (→ 142) ... 138 (→ 150), 141 (→ 152)
0414 1986	93 224 600	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0414 1988	93 224 610	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0414 1989	93 224 620	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0414 2296	89 030 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0414 2297		
0414 2298		
0414 3184	50 005 872	126 (→ 145), 165 (→ 161)
0414 3509	50 005 874	117 (→ 142), 118 (→ 142) ... 147 (→ 154), 148 (→ 154)
0414 3644	50 005 368	127 (→ 146), 129 (→ 146), 150 (→ 155), 151 (→ 155)
0414 3645	50 005 873	132 (→ 148), 134 (→ 149) ... 157 (→ 157), 158 (→ 158)
0414 4042	89 030 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0414 6225	2279	108 (→ 138), 112 (→ 140) ... 163 (→ 160), 164 (→ 160)
0414 6226	2254	107 (→ 138), 110 (→ 139) ... 171 (→ 163), 174 (→ 164)
0414 6536	93 771 600	117 (→ 142), 118 (→ 142) ... 138 (→ 150), 141 (→ 152)
0414 6538	80 00078 1 1 000	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0414 6886	89 030 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0414 6955	800007811000	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0414 7322	81-2255	111 (→ 139), 117 (→ 142) ... 171 (→ 163), 174 (→ 164)
0414 7323	81-2256	111 (→ 139), 117 (→ 142) ... 171 (→ 163), 174 (→ 164)
0414 7324	81-2257	111 (→ 139), 117 (→ 142) ... 171 (→ 163), 174 (→ 164)
0414 7327	81-2258	111 (→ 139), 117 (→ 142) ... 171 (→ 163), 174 (→ 164)
0414 7328	81-2259	111 (→ 139), 117 (→ 142) ... 171 (→ 163), 174 (→ 164)
0414 7329	81-2260	111 (→ 139), 117 (→ 142) ... 171 (→ 163), 174 (→ 164)
0414 8224	92 816 600	119 (→ 143), 126 (→ 145)
0414 8501	89 384 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0414 8978	91 048 600	165 (→ 161), 166 (→ 161), 168 (→ 162), 171 (→ 163), 174 (→ 164)



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DEUTZ		
0414 8980	91 048 620	165 (→ 161), 166 (→ 161), 168 (→ 162), 171 (→ 163), 174 (→ 164)
0414 8987		
0414 9428	78 609 600	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
0414 9429		
0414 9541	89030110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0414 9542		
0414 9543		
0414 9844	81-22100	121 (→ 143), 128 (→ 146), 133 (→ 148)
0414 9845	81-22101	121 (→ 143), 128 (→ 146), 133 (→ 148)
0414 9846	81-22102	121 (→ 143), 128 (→ 146), 133 (→ 148)
0414 9849	81-22103	121 (→ 143), 128 (→ 146), 133 (→ 148)
0414 9850	81-22104	121 (→ 143), 128 (→ 146), 133 (→ 148)
0414 9851	81-22105	121 (→ 143), 128 (→ 146), 133 (→ 148)
0415 0197	7.02242.00.0	30 (→ 99), 42 (→ 104) ... 51 (→ 111), 73 (→ 125)
0415 0244	93 315 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0415 0246	93 315 610	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0415 0249	93 741 610	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0415 0450	50 009 127	39 (→ 102), 42 (→ 104) ... 74 (→ 126), 76 (→ 128)
0415 1011	50 009 252	51 (→ 111), 52 (→ 112)
0415 1059	90 669 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0415 1060	90 669 610	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0415 1063	90 669 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0415 1064		
0415 1065	90 669 610	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0415 1106	93 280 600	62 (→ 118), 65 (→ 121)
0415 1107	93 280 610	62 (→ 118), 65 (→ 121)
0415 1131	93 280 600	62 (→ 118), 65 (→ 121)
0415 1132	93 280 610	62 (→ 118), 65 (→ 121)
0415 1158	88 684 110	60 (→ 116), 61 (→ 117) ... 76 (→ 128), 77 (→ 128)
0415 1161	89 341 110	59 (→ 116), 60 (→ 116) ... 66 (→ 122), 71 (→ 125)
0415 1795	89 410 110	69 (→ 124)
0415 1928	88 684 110	60 (→ 116), 61 (→ 117) ... 76 (→ 128), 77 (→ 128)
0415 2141		
0415 2177	92 815 600	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0415 2178		
0415 2183	93 741 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0415 2185	80 00127 1 1 000	68 (→ 123), 69 (→ 124), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0415 2191	99 343 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0415 2197	93 472 600	40 (→ 103)
0415 2629	50 003 091	42 (→ 104), 44 (→ 105) ... 73 (→ 125), 77 (→ 128)
0415 2881	50 005 369	63 (→ 119)
0415 2903	50 009 251	46 (→ 107), 48 (→ 109)
0415 3439	88 684 110	60 (→ 116), 61 (→ 117) ... 76 (→ 128), 77 (→ 128)
0415 3439	89 341 110	59 (→ 116), 60 (→ 116) ... 66 (→ 122), 71 (→ 125)
0415 3455	22104	39 (→ 102), 40 (→ 103) ... 65 (→ 121), 77 (→ 128)
0415 3631	2259	39 (→ 102), 40 (→ 103) ... 73 (→ 125), 77 (→ 128)
0415 3696	2293	27 (→ 99), 28 (→ 99) ... 73 (→ 125), 77 (→ 128)
0415 3697	2256	39 (→ 102), 40 (→ 103) ... 73 (→ 125), 77 (→ 128)
0415 3773	2282	27 (→ 99), 28 (→ 99) ... 73 (→ 125), 77 (→ 128)
0415 3953	92 815 610	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0415 3954	80 00126 1 1 050	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0415 3957	93 741 610	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0415 3958		
0415 3961		
0415 4475	99 747 600	78 (→ 129)
0415 4510	50 003 091	42 (→ 104), 44 (→ 105) ... 73 (→ 125), 77 (→ 128)
0415 4885	50 005 369	63 (→ 119)
0415 4891	92 815 600	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0415 4891	93 535 600	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0415 4894	92 815 610	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0415 4895	80 00126 1 1 050	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0415 5956	89 005 110	39 (→ 102), 42 (→ 104) ... 51 (→ 111), 52 (→ 112)
0415 6334	89 410 110	69 (→ 124)
0415 6548	73 419 600	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0415 6586	88 684 110	60 (→ 116), 61 (→ 117) ... 76 (→ 128), 77 (→ 128)
0415 6769		
0415 7409		
0415 7560		



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DEUTZ		
0415 7603	7.02242.00.0	30 (→ 99), 42 (→ 104) ... 51 (→ 111), 73 (→ 125)
0415 7748	99 343 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0415 7750	93 741 610	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0415 7756	89 005 110	39 (→ 102), 42 (→ 104) ... 51 (→ 111), 52 (→ 112)
0415 7763		
0415 7764	88 684 110	60 (→ 116), 61 (→ 117) ... 76 (→ 128), 77 (→ 128)
0415 8391	90 669 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0415 8393	80 00073 1 0 000	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0415 8394	90 669 610	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0415 8395	80 00073 1 0 050	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0415 8396	90 669 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0415 8400		
0415 8401	90 669 610	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0415 8517	50 003 079	42 (→ 104), 44 (→ 105) ... 73 (→ 125), 77 (→ 128)
0415 8537	50 003 091	42 (→ 104), 44 (→ 105) ... 73 (→ 125), 77 (→ 128)
0415 8559	89 005 110	39 (→ 102), 42 (→ 104) ... 51 (→ 111), 52 (→ 112)
0415 8563	88 684 110	60 (→ 116), 61 (→ 117) ... 76 (→ 128), 77 (→ 128)
0415 8623	50 003 091	42 (→ 104), 44 (→ 105) ... 73 (→ 125), 77 (→ 128)
0415 8631		
0415 8714	90 669 960	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0415 8849	93 280 600	62 (→ 118), 65 (→ 121)
0415 8851	93 280 610	62 (→ 118), 65 (→ 121)
0415 8853	93 280 600	62 (→ 118), 65 (→ 121)
0415 8854	93 280 610	62 (→ 118), 65 (→ 121)
0415 8957	93 741 610	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0415 8997	93 472 600	40 (→ 103)
0415 9034	93 741 610	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0415 9035		
0415 9036		
0415 9106	93 472 610	40 (→ 103)
0415 9136	22199	44 (→ 105), 45 (→ 106) ... 73 (→ 125), 77 (→ 128)
0415 9137	22165	42 (→ 104), 43 (→ 105) ... 73 (→ 125), 77 (→ 128)
0415 9139		
0415 9140	22162	60 (→ 116), 61 (→ 117), 64 (→ 120)
0415 9597	99 342 600	70 (→ 124)
0415 9966	50005369	63 (→ 119)
0417 0164	81-22108	2 (→ 90), 4 (→ 91) ... 15 (→ 95), 16 (→ 95)
0417 0347	89 423 110	4 (→ 91), 5 (→ 91) ... 14 (→ 95), 16 (→ 95)
0417 0491	22143	4 (→ 91), 5 (→ 91), 6 (→ 92), 9 (→ 93), 16 (→ 95)
0417 0898	22149	7 (→ 92), 8 (→ 93) ... 14 (→ 95), 15 (→ 95)
0417 0899	22150	4 (→ 91), 5 (→ 91) ... 15 (→ 95), 16 (→ 95)
0417 4711	91 260 600	7 (→ 92), 10 (→ 93), 14 (→ 95)
0417 4712		
0417 4713		
0417 4717	80 00122 1 0 000	7 (→ 92), 10 (→ 93), 14 (→ 95)
0417 4858	92-22012	2 (→ 90), 4 (→ 91) ... 15 (→ 95), 16 (→ 95)
0417 8158	22150	4 (→ 91), 5 (→ 91) ... 15 (→ 95), 16 (→ 95)
0417 8304	91 260 600	7 (→ 92), 10 (→ 93), 14 (→ 95)
0417 8305		
0417 8306		
0417 9444	89 423 110	4 (→ 91), 5 (→ 91) ... 14 (→ 95), 16 (→ 95)
0418 0681	78 650 600	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0418 0682	78 650 610	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0418 0683	78 650 620	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0418 0684	78 650 630	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0418 0685	78 650 640	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
0418 2178	50 009 250	127 (→ 146), 129 (→ 146)
0418 2635	91 043 700	123 (→ 144), 130 (→ 147), 135 (→ 149), 140 (→ 151)
0418 2755	80 00133 1 1 000	119 (→ 143), 123 (→ 144) ... 135 (→ 149), 140 (→ 151)
0418 2778	93 224 600	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0418 2779	93 224 610	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0418 2780	93 224 620	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0418 2784	80 00078 1 1 000	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0418 2785	80 00078 1 1 050	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0418 2786	80 00078 1 1 100	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0418 2787	80 00078 1 1 000	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0418 3501	89 384 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0418 3600	78 695 600	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)



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DEUTZ		
0418 4590	89 384 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0418 4650		
0418 5294	89 402 110	161 (→ 159), 162 (→ 159) ... 174 (→ 164), 176 (→ 165)
0418 5295	89 384 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0418 5461	22155	107 (→ 138), 108 (→ 138) ... 171 (→ 163), 174 (→ 164)
0418 5462	22182	165 (→ 161), 168 (→ 162), 171 (→ 163), 174 (→ 164)
0418 5463	22183	122 (→ 143), 123 (→ 144) ... 139 (→ 151), 140 (→ 151)
0418 5770	22202	107 (→ 138), 108 (→ 138) ... 171 (→ 163), 174 (→ 164)
0418 6458	89 030 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
0418 6535		
0418 6536	88 562 110	107 (→ 138), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0418 9732	92 816 600	119 (→ 143), 126 (→ 145)
0419 2396	92-22008	19 (→ 96), 21 (→ 97)
0419 2397	92-22007	19 (→ 96), 21 (→ 97)
0419 5708	81-22109	19 (→ 96), 21 (→ 97)
0419 8054	89 447 110	19 (→ 96), 21 (→ 97)
0420 0255	89409110	80 (→ 130), 81 (→ 131) ... 89 (→ 135), 90 (→ 135)
0420 1238	81-22110	80 (→ 130), 81 (→ 131) ... 88 (→ 134), 89 (→ 135)
0420 3065	89 409 110	80 (→ 130), 81 (→ 131) ... 89 (→ 135), 90 (→ 135)
0420 4014	22221	80 (→ 130), 81 (→ 131) ... 88 (→ 134), 89 (→ 135)
0420 4015	22220	80 (→ 130), 81 (→ 131) ... 88 (→ 134), 89 (→ 135)
0420 7594	94 573 600	80 (→ 130), 84 (→ 132), 85 (→ 133), 89 (→ 135)
0420 7697	89 409 110	80 (→ 130), 81 (→ 131) ... 89 (→ 135), 90 (→ 135)
0420 8095	22244	19 (→ 96), 21 (→ 97)
0420 8096	22247	19 (→ 96), 21 (→ 97)
0422 0142	22210	177 (→ 165), 178 (→ 166) ... 183 (→ 168), 185 (→ 168)
0422 0143	22209	177 (→ 165), 178 (→ 166) ... 183 (→ 168), 185 (→ 168)
0422 0708	81-22111	177 (→ 165), 178 (→ 166) ... 182 (→ 167), 183 (→ 168)
0422 0789	92-22010	177 (→ 165), 178 (→ 166) ... 182 (→ 167), 183 (→ 168)
0422 1553	89 443 110	177 (→ 165), 178 (→ 166) ... 182 (→ 167), 184 (→ 168)
0422 2093	80 00134 1 0 000	177 (→ 165), 178 (→ 166), 179 (→ 166), 181 (→ 167), 182 (→ 167)
0422 2682	94 345 600	178 (→ 166), 181 (→ 167)
0422 2683		
0422 5178	94 839 600	179 (→ 166), 182 (→ 167)
0422 6124	94 810 600	177 (→ 165)
0422 6170	94 839 600	179 (→ 166), 182 (→ 167)
0422 6412	22210	177 (→ 165), 178 (→ 166) ... 183 (→ 168), 185 (→ 168)
0422 6413	22209	177 (→ 165), 178 (→ 166) ... 183 (→ 168), 185 (→ 168)
0422 6563	92-22009	177 (→ 165), 178 (→ 166) ... 182 (→ 167), 183 (→ 168)
0422 7080	89 443 110	177 (→ 165), 178 (→ 166) ... 182 (→ 167), 184 (→ 168)
0423 0305	99 747 600	78 (→ 129)
0423 0456	93 535 600	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0423 0457	93 535 610	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0423 0614	50 003 091	42 (→ 104), 44 (→ 105) ... 73 (→ 125), 77 (→ 128)
0423 0631		
0423 0653	50 005 367	49 (→ 109), 50 (→ 110), 51 (→ 111), 52 (→ 112), 60 (→ 116)
0423 0681	93 535 600	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0423 0685	93 535 610	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0423 0787	50 005 369	63 (→ 119)
0423 1057	78 186 600	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0423 1058	78 186 610	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0423 1079	78 652 600	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0423 1097		
0423 1142	50 005 369	63 (→ 119)
0423 1302	93 741 610	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0423 1306	50 005 369	63 (→ 119)
0423 1309	50 005 367	49 (→ 109), 50 (→ 110), 51 (→ 111), 52 (→ 112), 60 (→ 116)
0423 1425	94 452 600	64 (→ 120)
0423 1439	50 006 367	46 (→ 107), 47 (→ 108) ... 72 (→ 125), 73 (→ 125)
0423 1467	78 042 600	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0423 1468	78 042 610	29 (→ 99), 30 (→ 99) ... 76 (→ 128), 77 (→ 128)
0423 1479	22306	42 (→ 104), 43 (→ 105) ... 73 (→ 125), 77 (→ 128)
0423 1497	89 495 110	39 (→ 102), 42 (→ 104) ... 51 (→ 111), 52 (→ 112)
0423 1504		
0423 1508	88 684 110	60 (→ 116), 61 (→ 117) ... 76 (→ 128), 77 (→ 128)
0423 1510	89 494 110	60 (→ 116), 61 (→ 117) ... 76 (→ 128), 77 (→ 128)
0423 1513		
0423 1515		



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DEUTZ		
0423 1519	89 496 110	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0423 1714	94 654 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0423 1723	80 00124 1 0 050	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0423 1725	93 535 610	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0423 1726	93 535 600	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0423 1804	22165	42 (→ 104), 43 (→ 105) ... 73 (→ 125), 77 (→ 128)
0423 1896	78 186 610	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0423 1897	78 186 620	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0423 1899	78 186 640	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0423 1966	93 535 600	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0423 1968	93535610	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
0423 1972	81-2246	1 (→ 90), 27 (→ 99) ... 73 (→ 125), 77 (→ 128)
0423 2103	90 669 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
0423 2115	94 567 600	61 (→ 117), 64 (→ 120)
0423 2405	94 654 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
0423 2413	94 668 600	61 (→ 117), 64 (→ 120)
0423 2417	94 669 600	61 (→ 117), 64 (→ 120)
0423 2422	94 668 600	61 (→ 117), 64 (→ 120)
0423 2423	94 669 600	61 (→ 117), 64 (→ 120)
0423 2786	78 628 600	39 (→ 102), 44 (→ 105) ... 76 (→ 128), 77 (→ 128)
0423 2787		
0423 2788	78 628 610	39 (→ 102), 44 (→ 105) ... 76 (→ 128), 77 (→ 128)
0423 2789		
0423 2790	87 379 800	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0423 2791		
0423 4951	22306	42 (→ 104), 43 (→ 105) ... 73 (→ 125), 77 (→ 128)
0423 5280	99 775 600	59 (→ 116)
0423 7761	89 341 110	59 (→ 116), 60 (→ 116) ... 66 (→ 122), 71 (→ 125)
0424 0457	80 00078 1 1 000	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0424 0458	80 00078 1 1 050	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0424 0459	80 00078 1 1 100	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
0424 0712	22155	107 (→ 138), 108 (→ 138) ... 171 (→ 163), 174 (→ 164)
0424 0714	22183	122 (→ 143), 123 (→ 144) ... 139 (→ 151), 140 (→ 151)
0424 0715	22202	107 (→ 138), 108 (→ 138) ... 171 (→ 163), 174 (→ 164)
0425 0137	22304	34 (→ 101), 36 (→ 101)
0425 0138	22301	34 (→ 101), 36 (→ 101)
0425 2442	92-22005	53 (→ 113), 80 (→ 130) ... 88 (→ 134), 89 (→ 135)
0425 2443	92-22006	53 (→ 113), 80 (→ 130) ... 88 (→ 134), 89 (→ 135)
0425 2677	80 00573 1 0 000	53 (→ 113), 55 (→ 114), 56 (→ 115), 57 (→ 115), 58 (→ 115)
0425 3314	94 573 600	80 (→ 130), 84 (→ 132), 85 (→ 133), 89 (→ 135)
0425 3386		
0425 3771	89 409 110	80 (→ 130), 81 (→ 131) ... 89 (→ 135), 90 (→ 135)
0425 4232	22304	34 (→ 101), 36 (→ 101)
0425 4233	22301	34 (→ 101), 36 (→ 101)
0425 4284	22302	32 (→ 100), 33 (→ 100) ... 55 (→ 114), 56 (→ 115)
0425 4285	22305	32 (→ 100), 33 (→ 100) ... 55 (→ 114), 56 (→ 115)
0425 4934	22302	32 (→ 100), 33 (→ 100) ... 55 (→ 114), 56 (→ 115)
0425 4935	22305	32 (→ 100), 33 (→ 100) ... 55 (→ 114), 56 (→ 115)
0425 5037	94 900 600	19 (→ 96), 21 (→ 97)
0425 5038		
0425 5043		
0425 5046	94 900 610	19 (→ 96), 21 (→ 97)
0425 5047		
0425 5201	40 278 600	81 (→ 131), 86 (→ 133), 90 (→ 135)
0425 5214		
0425 5216	22244	19 (→ 96), 21 (→ 97)
0425 5254	22221	80 (→ 130), 81 (→ 131) ... 88 (→ 134), 89 (→ 135)
0425 5255	22220	80 (→ 130), 81 (→ 131) ... 88 (→ 134), 89 (→ 135)
0425 8283	99 801 600	32 (→ 100), 33 (→ 100)
0425 8457	40 289 600	53 (→ 113), 55 (→ 114), 56 (→ 115)
0426 0929	80 00134 1 0 000	177 (→ 165), 178 (→ 166), 179 (→ 166), 181 (→ 167), 182 (→ 167)
0426 0933	94 839 600	179 (→ 166), 182 (→ 167)
0426 6334	94 728 600	184 (→ 168)
0427 0238	78 938 600	2 (→ 90), 3 (→ 90) ... 24 (→ 98), 25 (→ 98)
0427 0242	78 938 610	2 (→ 90), 3 (→ 90) ... 24 (→ 98), 25 (→ 98)
0427 0247	78 938 620	2 (→ 90), 3 (→ 90) ... 24 (→ 98), 25 (→ 98)
0427 0255	79 241 600	2 (→ 90), 3 (→ 90) ... 24 (→ 98), 25 (→ 98)
0427 0259	79 241 610	2 (→ 90), 3 (→ 90) ... 24 (→ 98), 25 (→ 98)



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DEUTZ		
0427 0263	79 241 620	2 (→ 90), 3 (→ 90) ... 24 (→ 98), 25 (→ 98)
0427 0698	80 00327 1 0 000	2 (→ 90), 3 (→ 90), 4 (→ 91), 5 (→ 91), 6 (→ 92)
0427 1175	22149	7 (→ 92), 8 (→ 93) ... 14 (→ 95), 15 (→ 95)
0427 1178	99 516 600	4 (→ 91), 5 (→ 91)
0427 1217	40 073 600	9 (→ 93), 13 (→ 94), 16 (→ 95)
0427 1974	40 101 600	2 (→ 90), 3 (→ 90), 6 (→ 92)
0427 2209	22149	7 (→ 92), 8 (→ 93) ... 14 (→ 95), 15 (→ 95)
0427 5500	78 186 600	39 (→ 102), 42 (→ 104) ... 76 (→ 128), 77 (→ 128)
0428 2012	89 409 110	80 (→ 130), 81 (→ 131) ... 89 (→ 135), 90 (→ 135)
0428 2014		
0428 2079	99 662 600	34 (→ 101), 36 (→ 101)
0428 3378	22304	34 (→ 101), 36 (→ 101)
0428 3379	22301	34 (→ 101), 36 (→ 101)
0428 3380	22221	80 (→ 130), 81 (→ 131) ... 88 (→ 134), 89 (→ 135)
0428 3381	22220	80 (→ 130), 81 (→ 131) ... 88 (→ 134), 89 (→ 135)
0428 4179	40 289 610	53 (→ 113), 55 (→ 114), 56 (→ 115)
0428 4377	92-22014	57 (→ 115)
0428 4390	40 441 600	57 (→ 115)
0428 5668	40 440 600	38 (→ 102)
0428 5670	40 476 600	58 (→ 115)
0428 7670	92-22011	2 (→ 90), 4 (→ 91) ... 15 (→ 95), 16 (→ 95)
0429 4438	78 338 600	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0429 4440	78 338 610	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0429 4480	78 366 600	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0429 4482	78 366 610	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0429 4484	78 366 620	100 (→ 137), 108 (→ 138) ... 115 (→ 141), 116 (→ 141)
0447 0366	78 276 600	59 (→ 116), 60 (→ 116) ... 65 (→ 121), 66 (→ 122)
0447 0370	78 652 600	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0447 0378	78 652 610	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
0447 0384	78 652 620	60 (→ 116), 61 (→ 117) ... 64 (→ 120), 65 (→ 121)
1215 9364	88 635 190	79 (→ 129)
1215 9388	93 045 600	79 (→ 129)
1215 9602	2757	79 (→ 129)
1216 0228	89 197 110	79 (→ 129)
1216 0524	93 045 600	79 (→ 129)
1216 0525	93355600	79 (→ 129)
1216 4633	81-2722	79 (→ 129)
1216 4698	MK-9H	79 (→ 129), 80 (→ 130) ... 88 (→ 134), 89 (→ 135)
1216 5099	2757	79 (→ 129)
1218 9575	93 355 600	79 (→ 129)
1291 1162	2757	79 (→ 129)
1352/01	94 452 600	64 (→ 120)
1500 7291	93 315 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
2010	93 771 600	117 (→ 142), 118 (→ 142) ... 138 (→ 150), 141 (→ 152)
2014/00	93 535 600	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
2016/00	93 535 610	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
2077/00	99 662 600	34 (→ 101), 36 (→ 101)
2115/01	94 567 600	61 (→ 117), 64 (→ 120)
2413/00	94 668 600	61 (→ 117), 64 (→ 120)
2417/01	94 669 600	61 (→ 117), 64 (→ 120)
2682/03	94 345 600	178 (→ 166), 181 (→ 167)
2928/07	92 815 600	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
3365/07		
3818/00	99 801 600	32 (→ 100), 33 (→ 100)
4252 0078	80 00078 1 1 100	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
4252 0098	93 741 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
4252 0146	89 030 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
4252 0168		
4252 0209	93 315 610	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
4252 0209	93 741 610	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
4252 0230	78 653 600	117 (→ 142), 122 (→ 143) ... 175 (→ 165), 176 (→ 165)
4252 0238	78 609 600	100 (→ 137), 101 (→ 137) ... 175 (→ 165), 176 (→ 165)
4252 0453	93 224 610	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
4252 0454	93 224 620	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
4252 0490	89 030 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
4252 0678	93 771 600	117 (→ 142), 118 (→ 142) ... 138 (→ 150), 141 (→ 152)
4252 1812	88 684 110	60 (→ 116), 61 (→ 117) ... 76 (→ 128), 77 (→ 128)
4252 2038	89 495 110	39 (→ 102), 42 (→ 104) ... 51 (→ 111), 52 (→ 112)



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DEUTZ		
4252 2049	93 224 620	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
4252 2128	93 224 610	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
4252 2186	93 224 600	143 (→ 152), 144 (→ 153) ... 153 (→ 156), 157 (→ 157)
4252 2226	90 669 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
4252 2230	89 384 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
4252 2460	89 030 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
4252 4760	89 384 110	117 (→ 142), 118 (→ 142) ... 157 (→ 157), 158 (→ 158)
4406/01	40 476 600	58 (→ 115)
5038/00	94 900 600	19 (→ 96), 21 (→ 97)
5046/00	94 900 610	19 (→ 96), 21 (→ 97)
5198/00	94 810 600	177 (→ 165)
5213/1	40 278 600	81 (→ 131), 86 (→ 133), 90 (→ 135)
5276	99 775 600	59 (→ 116)
5673/00	40 440 600	38 (→ 102)
5674/01	40 476 610	58 (→ 115)
5676/00	40 441 600	57 (→ 115)
5677/00	40 441 610	57 (→ 115)
5946	99 955 600	66 (→ 122)
6101/02	94 839 600	179 (→ 166), 182 (→ 167)
8253/00	99 801 600	32 (→ 100), 33 (→ 100)
8400/01	90 669 600	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
8401/01	90 669 610	60 (→ 116), 62 (→ 118), 63 (→ 119), 64 (→ 120), 65 (→ 121)
8957/01	93 741 610	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
9136/00	94 728 600	184 (→ 168)
9169/00	94 573 600	80 (→ 130), 84 (→ 132), 85 (→ 133), 89 (→ 135)
9182/07	92 815 610	42 (→ 104), 44 (→ 105), 46 (→ 107), 49 (→ 109), 51 (→ 111)
9499/01	93 741 600	68 (→ 123), 73 (→ 125), 75 (→ 127), 77 (→ 128)
EICHER		
ED 1.2033.4	4135	2 (→ 174), 3 (→ 174), 4 (→ 174)
EDK 1.2085.4	4166	1 (→ 174)
1620 066 M 1	81-4018	1 (→ 174)
3198 347 M 1	81-4019	1 (→ 174)
FIAT / IVECO		
1 900 393	91 476 600	25 (→ 191), 26 (→ 191)
1 900 401	91 476 620	25 (→ 191), 26 (→ 191)
1 900 403	91 476 600	25 (→ 191), 26 (→ 191)
1 900 405	91 476 620	25 (→ 191), 26 (→ 191)
1 900 691	91 476 600	25 (→ 191), 26 (→ 191)
1 900 692		
1 900 695	91 476 620	25 (→ 191), 26 (→ 191)
1 900 701	91 476 600	25 (→ 191), 26 (→ 191)
1 900 703	91 476 620	25 (→ 191), 26 (→ 191)
1 901 249	92 488 600	59 (→ 204)
1 901 395	90 654 600	40 (→ 197), 41 (→ 197), 42 (→ 198)
1 901 395	93 311 600	40 (→ 197), 41 (→ 197), 42 (→ 198)
1 901 400	93 318 600	85 (→ 210)
1 901 458	93 620 600	79 (→ 209), 82 (→ 209), 83 (→ 210), 84 (→ 210)
1 901 459		
1 901 489	93 208 600	63 (→ 205), 64 (→ 205)
1 901 492	93 209 600	65 (→ 205), 66 (→ 206)
1 901 494	93 209 960	65 (→ 205), 66 (→ 206)
1 901 795	93 318 600	85 (→ 210)
1 901 963	50 004 282	26 (→ 191), 28 (→ 193) ... 42 (→ 198), 43 (→ 198)
1 901 985	77 155 600	7 (→ 182), 8 (→ 182) ... 18 (→ 188), 20 (→ 189)
1 901 986	77 155 610	7 (→ 182), 8 (→ 182) ... 18 (→ 188), 20 (→ 189)
1 901 987	77 155 620	7 (→ 182), 8 (→ 182) ... 18 (→ 188), 20 (→ 189)
1 902 198	93 620 600	79 (→ 209), 82 (→ 209), 83 (→ 210), 84 (→ 210)
1 902 199		
1 902 205	50 004 282	26 (→ 191), 28 (→ 193) ... 42 (→ 198), 43 (→ 198)
1 902 430	93 311 600	40 (→ 197), 41 (→ 197), 42 (→ 198)
1 902 461	90 152 600	46 (→ 200), 47 (→ 200), 54 (→ 202), 55 (→ 203), 57 (→ 203)
1 905 705	94 382 600	10 (→ 183), 11 (→ 184)
1 907 696	93 123 600	8 (→ 182)
1 908 617	94 382 600	10 (→ 183), 11 (→ 184)
1 908 677	94 450 600	49 (→ 201)
1 908 722	93 318 600	85 (→ 210)



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FIAT / IVECO		
1 909 167	92 628 600	28 (→ 193), 29 (→ 193), 30 (→ 194), 32 (→ 194), 35 (→ 195)
1 909 189	93 209 600	65 (→ 205), 66 (→ 206)
1 909 199	91 476 600	25 (→ 191), 26 (→ 191)
1 909 202	91 476 620	25 (→ 191), 26 (→ 191)
1 909 207	92 628 600	28 (→ 193), 29 (→ 193), 30 (→ 194), 32 (→ 194), 35 (→ 195)
1 909 211	92 488 600	59 (→ 204)
1 909 436	93 311 600	40 (→ 197), 41 (→ 197), 42 (→ 198)
1 909 755	93 209 600	65 (→ 205), 66 (→ 206)
1 909 759		
1 909 866	90 422 600	3 (→ 180)
1 930 232	99 445 700	67 (→ 206), 68 (→ 206)
190 140 1	93 318 961	85 (→ 210)
190 181 5		
1-901-132	92 628 600	28 (→ 193), 29 (→ 193), 30 (→ 194), 32 (→ 194), 35 (→ 195)
1-901-462		
2991860	94 327 700	7 (→ 182), 15 (→ 186)
2991861	94 327 730	7 (→ 182), 15 (→ 186)
2995614	40 317 960	70 (→ 207)
2996100	40 316 960	69 (→ 207)
2996216	40 339 600	77 (→ 208)
2996226	40 317 960	70 (→ 207)
3 003 473	89183190	12 (→ 184), 13 (→ 185), 14 (→ 186), 16 (→ 186)
4 250 803	81-17110	2 (→ 179)
4 250 804	81-17111	2 (→ 179)
4 371 508	81-1762	2 (→ 179)
4 371 509	81-1763	2 (→ 179)
4 371 510	81-1764	2 (→ 179)
4 372 160	81-1765	2 (→ 179)
4 372 161	81-1766	2 (→ 179)
4 372 162	81-1767	2 (→ 179)
4 599 351	88 593 190	25 (→ 191), 26 (→ 191)
4 621 484	17043	26 (→ 191), 28 (→ 193) ... 42 (→ 198), 43 (→ 198)
4 622 074	88600110	78 (→ 208), 79 (→ 209) ... 83 (→ 210), 84 (→ 210)
4 648 421	81-17117	26 (→ 191), 28 (→ 193) ... 65 (→ 205), 68 (→ 206)
4 653 280	88 631 190	28 (→ 193), 29 (→ 193), 30 (→ 194), 32 (→ 194), 35 (→ 195)
4 659 379	50 004 282	26 (→ 191), 28 (→ 193) ... 42 (→ 198), 43 (→ 198)
4 671 991	89 463 110	85 (→ 210), 86 (→ 211), 87 (→ 211), 88 (→ 211)
4 672 991		
4 679 201	89 080 190	40 (→ 197), 41 (→ 197), 42 (→ 198)
4 683 025	17048	78 (→ 208), 82 (→ 209)
4 684 088	17046	73 (→ 208), 74 (→ 208)
4 684 089	17047	73 (→ 208), 74 (→ 208)
4 706 491	89 066 190	12 (→ 184), 13 (→ 185), 14 (→ 186), 16 (→ 186)
4 712 886	92628600	28 (→ 193), 29 (→ 193), 30 (→ 194), 32 (→ 194), 35 (→ 195)
4 726 483	81-17114	7 (→ 182), 8 (→ 182) ... 20 (→ 189), 23 (→ 190)
4 728 876	92 488 600	59 (→ 204)
4 732 863	93318600	85 (→ 210)
4 733 258	81-17114	7 (→ 182), 8 (→ 182) ... 20 (→ 189), 23 (→ 190)
4 749 395	81-17116	7 (→ 182), 8 (→ 182) ... 22 (→ 190), 23 (→ 190)
4 749 397	81-17115	7 (→ 182), 8 (→ 182) ... 22 (→ 190), 23 (→ 190)
4 749 398	81-5611	7 (→ 182), 8 (→ 182) ... 22 (→ 190), 23 (→ 190)
4 750 805	89 023 110	63 (→ 205), 64 (→ 205)
4 750 806	89 024 110	65 (→ 205), 66 (→ 206), 67 (→ 206), 68 (→ 206)
4 751 363	89 463 110	85 (→ 210), 86 (→ 211), 87 (→ 211), 88 (→ 211)
4 776 623	89 326 190	44 (→ 199), 45 (→ 199) ... 52 (→ 202), 53 (→ 202)
4 777 980	93 620 600	79 (→ 209), 82 (→ 209), 83 (→ 210), 84 (→ 210)
4 796 296		
4 798 813	89195190	40 (→ 197), 41 (→ 197), 42 (→ 198)
4 802 126	81-17117	26 (→ 191), 28 (→ 193) ... 65 (→ 205), 68 (→ 206)
4 803 030	89 317 190	46 (→ 200), 47 (→ 200) ... 55 (→ 203), 57 (→ 203)
4 807 735 EZ		
4 824 387	89 319 190	7 (→ 182), 8 (→ 182), 10 (→ 183), 11 (→ 184), 15 (→ 186)
4 825 853	93 123 600	8 (→ 182)
4 826 033	17063	7 (→ 182), 8 (→ 182) ... 11 (→ 184), 12 (→ 184)
4 845 481	80 00068 4 0 000	7 (→ 182), 8 (→ 182) ... 15 (→ 186), 16 (→ 186)
4 850 230	89024110	65 (→ 205), 66 (→ 206), 67 (→ 206), 68 (→ 206)
4 850 231		
4630923	81-17126	79 (→ 209), 84 (→ 210)



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FIAT / IVECO		
4648237	81-17127	79 (→ 209), 84 (→ 210)
47 57 358	17062	7 (→ 182), 8 (→ 182) ... 22 (→ 190), 23 (→ 190)
4770623	89 608 190	31 (→ 194), 33 (→ 195)
5 729 14	90 422 600	3 (→ 180)
5 881 424	92 231 600	2 (→ 179)
5 882 424		
5 882 427	92 231 630	2 (→ 179)
5 882 938		
5 888 638	92 231 600	2 (→ 179)
5 889 143		
5 889 144		
5 889 145		
5 889 146	92 231 630	2 (→ 179)
5 890 334	92 231 600	2 (→ 179)
5 890 335		
5 890 336		
5 890 337	92 231 630	2 (→ 179)
5 890 340	92 231 600	2 (→ 179)
5 962 718		
5 984 208	92 231 630	2 (→ 179)
5 984 209	92 231 640	2 (→ 179)
5 990 532	17065	2 (→ 179)
5 990 533	17079	2 (→ 179)
500348340	40 316 960	69 (→ 207)
500348342	40 316 600	69 (→ 207)
500361225		
6 131 675 2	89 417 110	71 (→ 207), 72 (→ 207)
6 131 6857		
6 158 508 1	89 020 110	75 (→ 208), 76 (→ 208)
60 105 343	50 004 282	26 (→ 191), 28 (→ 193) ... 42 (→ 198), 43 (→ 198)
7 300 279 MASS STD	77 154 600	7 (→ 182), 8 (→ 182) ... 15 (→ 186), 16 (→ 186)
7 300 280 MASS 0.010	77 154 610	7 (→ 182), 8 (→ 182) ... 15 (→ 186), 16 (→ 186)
7 300 281 MASS 0.020	77 154 620	7 (→ 182), 8 (→ 182) ... 15 (→ 186), 16 (→ 186)
7 301 804	89 066 190	12 (→ 184), 13 (→ 185), 14 (→ 186), 16 (→ 186)
7 301 820	17062	7 (→ 182), 8 (→ 182) ... 22 (→ 190), 23 (→ 190)
7 301 821	17063	7 (→ 182), 8 (→ 182) ... 11 (→ 184), 12 (→ 184)
7 302 028 MASS SEMI	77 153 690	7 (→ 182), 8 (→ 182) ... 15 (→ 186), 16 (→ 186)
7 302 135	89 183 190	12 (→ 184), 13 (→ 185), 14 (→ 186), 16 (→ 186)
7 302 453		
7 302 454	89 319 190	7 (→ 182), 8 (→ 182), 10 (→ 183), 11 (→ 184), 15 (→ 186)
7 303 023	93 123 600	8 (→ 182)
7 303 024		
7 547 158	17060	2 (→ 179)
7 590 271	92 231 600	2 (→ 179)
7 903 750 0	92 628 600	28 (→ 193), 29 (→ 193), 30 (→ 194), 32 (→ 194), 35 (→ 195)
7 903 750 1	93 311 600	40 (→ 197), 41 (→ 197), 42 (→ 198)
8 815 939	88 827 110	58 (→ 204), 59 (→ 204), 60 (→ 204)
8 822 141	89 024 110	65 (→ 205), 66 (→ 206), 67 (→ 206), 68 (→ 206)
8 823 525	89 023 110	63 (→ 205), 64 (→ 205)
8 830 045	17072	64 (→ 205), 65 (→ 205), 68 (→ 206)
8824754	50 009 050	64 (→ 205), 65 (→ 205), 68 (→ 206)
9 036 2	92 488 600	59 (→ 204)
9 843 793 0	94 382 600	10 (→ 183), 11 (→ 184)
9 844 8462	171017	61 (→ 204)
9 848 462		
9 946 158 3	94 450 600	49 (→ 201)
98 497 241	171017	61 (→ 204)
99 468 534	88 600 110	78 (→ 208), 79 (→ 209) ... 83 (→ 210), 84 (→ 210)
99442902	94 382 600	10 (→ 183), 11 (→ 184)
99444464	94 327 700	7 (→ 182), 15 (→ 186)
99444465	94 327 730	7 (→ 182), 15 (→ 186)
FORD		
A 790 X 8591 HCA	50 005 062	1 (→ 213)
A 810 X 8591 FA		
A 810 X 8591 HA		
A 840 X 8591 AA	50 005 727	5 (→ 214)
A 840 X 8591 ATA		
C 5 NN 6055 A	88 500 190	13 (→ 216), 15 (→ 217)



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FORD		
C 5 NN 6108 V	93 566 600	13 (→ 216), 15 (→ 217)
C 7 NN 6108 AJ		
C5NE 6505 A	105-34049	12 (→ 216), 13 (→ 216) ... 29 (→ 221), 30 (→ 222)
C5NE 6507 A	105-34048	12 (→ 216), 13 (→ 216) ... 29 (→ 221), 30 (→ 222)
C5NE-9350-A	7.02242.48.0	12 (→ 216), 13 (→ 216) ... 22 (→ 219), 24 (→ 220)
D NW 6108 AJ	93 566 600	13 (→ 216), 15 (→ 217)
D 0 NN 6055 A	89 002 190	20 (→ 218), 21 (→ 218) ... 29 (→ 221), 30 (→ 222)
D 0 NN 6055 B		
D 2 NN 6108 AC	97 505 600	20 (→ 218), 21 (→ 218)
D 2 NN 6108 N		
D 4 NN 6108 AA		
D 4 NN 6108 AB		
D 4 NN 6108 F		
D 4 NN 6108 FA	97 507 600	25 (→ 220)
D 4 NN 6108 L	93 566 600	13 (→ 216), 15 (→ 217)
D 4 NN 6110 AD	97 505 600	20 (→ 218), 21 (→ 218)
D 5 NN 6108 S	93 858 600	22 (→ 219), 23 (→ 219), 24 (→ 220), 28 (→ 221), 29 (→ 221)
D 6 NM 6108 Y	97 507 600	25 (→ 220)
D 6 NN 6108	93 566 600	13 (→ 216), 15 (→ 217)
D 6 NN 6108 AA	97 507 600	25 (→ 220)
D 6 NN 6108 L	97 505 600	20 (→ 218), 21 (→ 218)
D 6 NN 6108 S		
D 6 NN 6108 Y	97 507 600	25 (→ 220)
D 7 NN 6055 A	89 002 190	20 (→ 218), 21 (→ 218) ... 29 (→ 221), 30 (→ 222)
D 7 NN 6108 A	97 250 600	27 (→ 221), 30 (→ 222)
D FPN 6149 E	80 00336 2 0 000	22 (→ 219), 23 (→ 219) ... 29 (→ 221), 30 (→ 222)
D KPN 6149 A		
D P JN 6149 W	80 00103 1 1 000	20 (→ 218), 21 (→ 218)
D5NN-6600-D	50 005 842	13 (→ 216)
D5NN-9350-B	7.02242.48.0	12 (→ 216), 13 (→ 216) ... 22 (→ 219), 24 (→ 220)
E 0 NN 6108 AA	93 858 600	22 (→ 219), 23 (→ 219), 24 (→ 220), 28 (→ 221), 29 (→ 221)
E 1 NN 6108 LA	97 505 600	20 (→ 218), 21 (→ 218)
E 1 NN 6108 TA	93 858 600	22 (→ 219), 23 (→ 219), 24 (→ 220), 28 (→ 221), 29 (→ 221)
E DPN 6102 A	97505600	20 (→ 218), 21 (→ 218)
E IADDN 6510A	81-18103	7 (→ 215), 8 (→ 216), 9 (→ 216), 17 (→ 217)
E INN6600CC	50 005 220	29 (→ 221), 30 (→ 222)
E INN6600DC	50 005 226	29 (→ 221)
E ONN 6108 EA	93 858 600	22 (→ 219), 23 (→ 219), 24 (→ 220), 28 (→ 221), 29 (→ 221)
EPW 20	50 005 727	5 (→ 214)
EPW 38		
EPW 56	50005062	1 (→ 213)
EPW 58		
EPW 981		
E1ADDN 6510A	81-18103	7 (→ 215), 8 (→ 216), 9 (→ 216), 17 (→ 217)
E1NN-6600-DC	50 005 842	13 (→ 216)
FUEL PUMP UNIVERSAL	7.21440.51.0	2 (→ 213)
SAFETY SWITCH FOR 7.21440.51.0	4.05288.50.0	2 (→ 213)
1 507 138	92 282 604	2 (→ 213)
1 507 139	92 282 613	2 (→ 213)
1 507 140	92 282 620	2 (→ 213)
1 527 289	50 005 062	1 (→ 213)
1 587 873	92 587 600	17 (→ 217), 19 (→ 218)
1019713	92 189 600	3 (→ 213), 5 (→ 214)
2701 E 6102 A	90 495 600	8 (→ 216)
2701 E 6102 C		
2704 E 6055 B	88 141 190	8 (→ 216)
3 502 01	93 858 600	22 (→ 219), 23 (→ 219), 24 (→ 220), 28 (→ 221), 29 (→ 221)
3 918 842	80 00336 2 0 000	22 (→ 219), 23 (→ 219) ... 29 (→ 221), 30 (→ 222)
5 005 194	50 005 062	1 (→ 213)
5 007 749		
5 007 852		
5 012 773	50 005 727	5 (→ 214)
5 024 545		
5 071 38	92 282 604	2 (→ 213)
6 043 065	50 005 062	1 (→ 213)
6 049 790		
6 092 920	80 00095 4 0 000	2 (→ 213)



TRW
EngineComponents



CROSS REFERENCE

REF-No.		Pos (→
FORD		
6 161 758	93 118 600	3 (→ 213), 4 (→ 214)
6 161 761	93 118 610	3 (→ 213), 4 (→ 214)
6 171 407	92 282 613	2 (→ 213)
6 173 078	92 189 600	3 (→ 213), 5 (→ 214)
6 730 606	92 189 610	3 (→ 213), 5 (→ 214)
6 730 607	92 189 620	3 (→ 213), 5 (→ 214)
6062844	50 006 260	2 (→ 213)
6594643	105-35509	3 (→ 213), 4 (→ 214)
6594645	105-35508	3 (→ 213), 4 (→ 214)
7 047 591	92 189 600	3 (→ 213), 5 (→ 214)
70 HM 6110 F 1 B	92 282 604	2 (→ 213)
70 HM 6110 F 2 B		
70 HM 6110 G 1 B	92 282 613	2 (→ 213)
70 HM 6110 H 1 B	92 282 604	2 (→ 213)
70 HM 6110 H 2 B		
70 HM 6110 J 1 B	92 282 613	2 (→ 213)
70 HM 6110 J 2 B		
70 HM 6110 K 1 B	92 282 620	2 (→ 213)
70 HM 6110 K 2 B		
70 HM 6110 62 B	92 282 613	2 (→ 213)
70HM 6505 DE	7885	2 (→ 213)
70HM 6507 DD	7837	2 (→ 213)
703 F 6102 AA	92 587 600	17 (→ 217), 19 (→ 218)
703 F 6102 AAB		
723F 6505 GAA	105-34019	7 (→ 215), 8 (→ 216), 9 (→ 216), 17 (→ 217)
723F 6507 GAA	105-34545	7 (→ 215), 8 (→ 216), 9 (→ 216), 17 (→ 217)
78HM 6250 AA	50 006 260	2 (→ 213)
79 HM 6102 SA	92 282 604	2 (→ 213)
79 HM 6102 SA	92 282 613	2 (→ 213)
793 F 6102 AAA	92 587 600	17 (→ 217), 19 (→ 218)
793 F 6148 BAA	80 00100 1 0 000	8 (→ 216), 9 (→ 216), 11 (→ 216)
793 F 6148 BBA		
813F 6505 DAA	105-34019	7 (→ 215), 8 (→ 216), 9 (→ 216), 17 (→ 217)
81868537	50 005 227	28 (→ 221)
826 F 6102 AAC	93 656 600	16 (→ 217), 18 (→ 218)
839 12598	181101	22 (→ 219), 25 (→ 220) ... 29 (→ 221), 30 (→ 222)
839 12953	181100	22 (→ 219), 25 (→ 220) ... 29 (→ 221), 30 (→ 222)
84 HM 6110 N 2 D	92 282 604	2 (→ 213)
844 F 6148 AA	800009840000	3 (→ 213), 4 (→ 214), 5 (→ 214)
844F6510CA	81-18108	3 (→ 213)
85 HM 6110 L 2 D	92 282 604	2 (→ 213)
85 HM 6110 M 2 D	92 282 613	2 (→ 213)
85 HM 6110 N 2 C	92 282 604	2 (→ 213)
85 HM 6110 S 2 C	92 282 613	2 (→ 213)
85 HM 6110 S 2 D		
85 HM 6110 T 2 C	92 282 620	2 (→ 213)
85 HM 6110 T 2 D		
85 TM 6110 A 2 B	92 282 604	2 (→ 213)
85 TM 6110 B 2 B	92 282 613	2 (→ 213)
86 TM 6110 DA 2 D	92 189 620	3 (→ 213), 5 (→ 214)
86 TM 6110 EA 2 D	92 189 600	3 (→ 213), 5 (→ 214)
894F 6505 A1B	105-35509	3 (→ 213), 4 (→ 214)
894F 6507 A1B	105-35508	3 (→ 213), 4 (→ 214)
914 FX 8591 AA	50 005 727	5 (→ 214)
984F 6K105 ABA	92 189 600	3 (→ 213), 5 (→ 214)
GÜLDNER		
191 053 01 05	1995	1 (→ 227)
191 053 01 15	1996	1 (→ 227)
HANOMAG		
0 194 901 136	88645110	3 (→ 230)
0 194 901 158		
114 906 117	81-2018	1 (→ 230)
194 901 125	88 644 110	2 (→ 230)
194 901 136	88 645 110	3 (→ 230)
194 901 158		
194 901 711	78 194 600	2 (→ 230), 3 (→ 230)
194 901 712	78 193 600	2 (→ 230), 3 (→ 230)



REF-No.		Pos (→)
HANOMAG		
194 901 910	78 194 610	2 (→ 230), 3 (→ 230)
194 901 911	78 194 620	2 (→ 230), 3 (→ 230)
194 901 914	78 193 610	2 (→ 230), 3 (→ 230)
194 901 915	78 193 620	2 (→ 230), 3 (→ 230)
194 901 916	78 193 630	2 (→ 230), 3 (→ 230)
194 901 970/971	78 194 610	2 (→ 230), 3 (→ 230)
194 901 972/973	78 194 620	2 (→ 230), 3 (→ 230)
194 901 978/979	78 193 610	2 (→ 230), 3 (→ 230)
194 901 980/981	78 193 620	2 (→ 230), 3 (→ 230)
194 901 982/983	78193630	2 (→ 230), 3 (→ 230)
194 906 130	81-2015	3 (→ 230)
194 906 148	81-2019	2 (→ 230)
194 911 112	78 192 600	2 (→ 230), 3 (→ 230)
194 911 704		
194 911 907	78 192 610	2 (→ 230), 3 (→ 230)
194 911 908	78 192 620	2 (→ 230), 3 (→ 230)
194 911 909	78 192 630	2 (→ 230), 3 (→ 230)
194 911 962	78 192 610	2 (→ 230), 3 (→ 230)
194 911 963	78 192 620	2 (→ 230), 3 (→ 230)
194 911 964	78 192 630	2 (→ 230), 3 (→ 230)
278 119 3 M 91	78192600	2 (→ 230), 3 (→ 230)
286 188 5M1	81-2018	1 (→ 230)
287 080 1 M 1	88 644 110	2 (→ 230)
287 081 2 M 1	88 645 110	3 (→ 230)
287 081 2 M 91		
287 0810/811 M 1	78 193 600	2 (→ 230), 3 (→ 230)
287 083 5 M 91	78 194 600	2 (→ 230), 3 (→ 230)
287 083 6 M 91	78 193 600	2 (→ 230), 3 (→ 230)
287 085 9 M 91	78 194 610	2 (→ 230), 3 (→ 230)
287 086 0 M 91	78 194 620	2 (→ 230), 3 (→ 230)
287 086 3 M 91	78 193 610	2 (→ 230), 3 (→ 230)
287 086 4 M 91	78 193 620	2 (→ 230), 3 (→ 230)
287 086 5 M 91	78 193 630	2 (→ 230), 3 (→ 230)
287 0891/892 M 8	78 193 610	2 (→ 230), 3 (→ 230)
287 0893/894 M 8	78 193 620	2 (→ 230), 3 (→ 230)
287 0895/896 M 8	78193630	2 (→ 230), 3 (→ 230)
287 099 7M1	81-2019	2 (→ 230)
287 119 3 M 91	78 192 600	2 (→ 230), 3 (→ 230)
287 120 5 M 91	78 192 610	2 (→ 230), 3 (→ 230)
287 120 6 M 91	78 192 620	2 (→ 230), 3 (→ 230)
287 120 7 M 91	78 192 630	2 (→ 230), 3 (→ 230)
287 120 8		
297 090 8 M 1	88 645 110	3 (→ 230)
307 698 7 M 1	88 644 110	2 (→ 230)
309 348 2 M 1	88 645 110	3 (→ 230)
HATZ		
001 105 01.AU	91 482 600	17 (→ 234), 18 (→ 235)
003 276 00 303	91 468 620	8 (→ 233)
003 276 00.303		
003 276 02 039		
003 276 02.039		
003 276 03.032		
003 343 00	91 456 610	10 (→ 233), 12 (→ 233)
003 347 01 119	91 482 600	17 (→ 234), 18 (→ 235)
003 347 01.119		
003 347 02 118		
003 347 02.111		
003 347 02.118		
003 348 01 119	91 482 620	17 (→ 234), 18 (→ 235)
003 348 01.119		
003 348 02 119		
003 348 02.111		
003 348 02.119		
003 402 03 169	90 625 620	3 (→ 232), 4 (→ 232), 5 (→ 232), 6 (→ 232)
003 402 03.169		
003 402 04.162		



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REF-No.		Pos (→
HATZ		
003 503 02	91 697 600	23 (→ 236)
004 250 00 339		
004 250 00.339		
004 250 01 339		
004 250 01.331		
004 250 01.339		
004 251 01 339	91 697 620	23 (→ 236)
004 251 01.331		
004 251 01.339		
005 676 00	91 697 600	23 (→ 236)
005 678 00	91 482 620	17 (→ 234), 18 (→ 235)
005 678 02		
012 341 00	90 625 610	3 (→ 232), 4 (→ 232), 5 (→ 232), 6 (→ 232)
012 341 00 16		
012 343 00 24	91 456 610	10 (→ 233), 12 (→ 233)
012 353 00.11	91 482 610	17 (→ 234), 18 (→ 235)
012 357 00	90 095 610	22 (→ 236)
012 651 01	90 559 610	20 (→ 235)
012 652 01	90 559 620	20 (→ 235)
013 146 30	40 004 610	21 (→ 235)
013 147 00	92 190 620	21 (→ 235)
013 147 10		
013 147 20	99 381 620	21 (→ 235)
013 147 30	40 004 620	21 (→ 235)
031 466 01 032	78098620	14 (→ 234), 18 (→ 235)
0317 2300 164	81-4026	10 (→ 233)
040 327 01	90 559 610	20 (→ 235)
040 328 01	90 559 620	20 (→ 235)
110 501 AU	91 482 600	17 (→ 234), 18 (→ 235)
503 462 00 823	7.20469.03.0	1 (→ 232), 2 (→ 232) ... 22 (→ 236), 23 (→ 236)
HINO		
13201-1580	CB-2111GP STD	2 (→ 238), 3 (→ 238), 4 (→ 238)
13201-1590		
13201-1600		
13272-1140	PB-1081J STD	1 (→ 238)
IHC-CASE (CNH)		
1806094C1	90 730 600	9 (→ 243)
1806470C91	90730960	9 (→ 243)
3 055 022 R2	81-6420	8 (→ 242), 9 (→ 243), 10 (→ 243)
30 44 478 R 92	91 415 960	7 (→ 242)
30 44 478 R 93		
30 44 479 R 94		
30 44 480 R 92		
30 44 480 R 93		
30 44 480 R 94		
30 44 481 R 3	88 492 110	7 (→ 242)
30 44 999 R 1		
30 49 99 R 1	88 211 110	3 (→ 241), 6 (→ 241)
30 55 019 R 1	88 892 150	8 (→ 242), 11 (→ 244)
30 55 019 R 2	92 951 600	8 (→ 242), 11 (→ 244)
30 55 020 R 1	88 891 150	9 (→ 243), 10 (→ 243)
30 55 055 R 2	648207	8 (→ 242), 9 (→ 243), 10 (→ 243)
30 55 329 R 91	92 951 960	8 (→ 242), 11 (→ 244)
30 55 329 R 92	92 952 960	9 (→ 243)
30 55 329 R 93		
30 55 335 R 93		
3055056R2	648208	8 (→ 242), 9 (→ 243), 10 (→ 243)
3059459R2		
31 32 303 R 91	90 730 960	9 (→ 243)
31 36 461 R 92		
31 36 593 R 1	90 730 600	9 (→ 243)
31 39 586 R 1	90 769 960	8 (→ 242), 11 (→ 244)
31 39 586 R 91		
31 39 586 R 92		
31 39 586 R 93		
31 39 586 R 94		
31 39 586 R 95		



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IHC-CASE (CNH)		
31 39 587 R 2	88 892 150	8 (→ 242), 11 (→ 244)
31 39 587 R 3		
31 39 589 R 95	90 769 600	8 (→ 242), 11 (→ 244)
31 39 589 R 95	90 769 960	8 (→ 242), 11 (→ 244)
31 39 591 R 1	90 730 960	9 (→ 243)
31 39 591 R 91		
31 39 591 R 92		
31 39 591 R 93		
31 39 591 R 94		
31 39 591 R 95		
31 39 591 R 96		
31 39 592 R 3	88 891 150	9 (→ 243), 10 (→ 243)
31 39 592 R 4		
31 39 594 R 91	80 00117 1 0 000	8 (→ 242), 9 (→ 243), 10 (→ 243), 11 (→ 244)
31 44 257 R 92	92 951 960	8 (→ 242), 11 (→ 244)
31 44 257 R 93		
31 44 257 R 95	92 952 960	9 (→ 243)
31 44 257 R 96		
31 44 260 R 93	92 951 960	8 (→ 242), 11 (→ 244)
31 44 260 R 95		
31 44 260 R 96		
31 44 446 R 91		
31 44 446 R 92		
31 44 447 R 1	88 892 150	8 (→ 242), 11 (→ 244)
31 44 450 R 91	92 952 960	9 (→ 243)
31 44 450 R 92		
31 44 450 R 93		
31 44 451 R 1	88 891 150	9 (→ 243), 10 (→ 243)
31 44 516 R 91	92 982 960	10 (→ 243)
31 44 516 R 92		
31 44 516 R 94		
31 44 516 R 95		
31 44 516 R 96		
31 44 516 R 97		
31 44 518 R 92	80 00117 1 0 000	8 (→ 242), 9 (→ 243), 10 (→ 243), 11 (→ 244)
31 44 536 R 1	89 018 150	17 (→ 246), 18 (→ 246), 19 (→ 247)
31 44 663 R 91	90 730 960	9 (→ 243)
31 44 663 R 92	90 730 600	9 (→ 243)
31 44 682 R 2	89 018 150	17 (→ 246), 18 (→ 246), 19 (→ 247)
31 44 682 R 3		
31 44 869 R 91	93 253 960	18 (→ 246)
31 44 869 R 94		
32 18 416 R 92	80 00118 1 0 000	8 (→ 242), 9 (→ 243), 11 (→ 244)
32 18 461 R 91	93 253 960	18 (→ 246)
32 18 461 R 92		
32 18 461 R 94		
32 18 461 R 95		
32 18 462 R 1	93 253 600	18 (→ 246)
32 18 667 R 91	93 253 960	18 (→ 246)
32 18 667 R 92		
32 18 758 R 91	92 951 960	8 (→ 242), 11 (→ 244)
32 18 758 R 92		
32 18 758 R 93		
32 18 758 R 94		
32 18 758 R 95		
32 18 759 R 1	92 952 960	9 (→ 243)
32 18 759 R 91		
32 18 759 R 92		
32 18 759 R 93		
32 18 759 R 94		
32 18 759 R 95		
66 7 R 91	93 253 960	18 (→ 246)
71 03 27 R 1	78 180 600	1 (→ 241), 3 (→ 241), 4 (→ 241), 5 (→ 241), 6 (→ 241)
71 03 27 R 11		
71 10 39 R 1	88 210 110	1 (→ 241)
71 10 39 R 2		
71 48 53 R 2	88 221 110	4 (→ 241), 5 (→ 241)
71 82 02 R 2	88 211 110	3 (→ 241), 6 (→ 241)
71 82 09 R 2		
713 384 R2	6444	1 (→ 241), 4 (→ 241)



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IHC-CASE (CNH)		
713 385 R2	6445	1 (→ 241), 4 (→ 241)
713799R1	81-6418	1 (→ 241), 3 (→ 241), 4 (→ 241)
717 374 R1	6446	2 (→ 241), 3 (→ 241), 6 (→ 241)
717 375 R1	6447	2 (→ 241), 3 (→ 241), 6 (→ 241)
75 8 R 93	92 951 960	8 (→ 242), 11 (→ 244)
79 57 29 R 1	105-03366	12 (→ 244), 14 (→ 245), 15 (→ 245), 16 (→ 245)
79 57 30 R 1	105-03365	12 (→ 244), 14 (→ 245), 15 (→ 245), 16 (→ 245)
79 61 22 R 1	81-85003	12 (→ 244), 14 (→ 245), 15 (→ 245), 16 (→ 245)
86 9 R 94	93 253 960	18 (→ 246)
87 0 R 2	93 253 600	18 (→ 246)
ISUZU		
1-11680-001	TW-1155GP STD	9 (→ 253), 13 (→ 253), 14 (→ 253), 15 (→ 253)
5-11510-005	MS-1610GP STD	3 (→ 252)
5-11510-021		
5-11510-040	MS-1612GP STD	15 (→ 253)
5-11585-601	TW-1129GP STD	9 (→ 253), 10 (→ 253), 11 (→ 253)
5-12251-006 (4 CYL.)	PB-1163J STD	13 (→ 253)
5-12251-006 (6 CYL.)	PB-1155J STD	15 (→ 253)
5-12271-005	CB-1070GP STD	3 (→ 252)
5-12271-007	PB-1166J STD	1 (→ 252)
5-12271-010	CB-1603GP STD	9 (→ 253), 10 (→ 253), 13 (→ 253), 14 (→ 253)
5-12271-032	CB-1616GP STD	1 (→ 252), 8 (→ 253)
8-94110-927	MS-1616GP STD	1 (→ 252), 8 (→ 253)
8-94110-930	CB-1616GP STD	1 (→ 252), 8 (→ 253)
8-94114-564	MS-1603GP STD	9 (→ 253), 14 (→ 253)
8-94114-565	TW-1155GP STD	9 (→ 253), 13 (→ 253), 14 (→ 253), 15 (→ 253)
8-94125-741	SH-1622B STD	4 (→ 252), 5 (→ 252), 6 (→ 252), 7 (→ 252)
8-94125-743		
8-94125-747	CB-1622GP STD	4 (→ 252), 5 (→ 252), 6 (→ 252), 7 (→ 252)
8-94125-752	TW-1622GP STD	2 (→ 252), 4 (→ 252), 5 (→ 252), 6 (→ 252), 7 (→ 252)
8-94130-923	TW-1070GP STD	3 (→ 252)
8-94142-208	CB-1070GP STD	3 (→ 252)
8-94168-553	MS-1622GP STD	4 (→ 252), 5 (→ 252), 6 (→ 252), 7 (→ 252)
8-94168-555	TW-1622GP STD	2 (→ 252), 4 (→ 252), 5 (→ 252), 6 (→ 252), 7 (→ 252)
8-94168-556	SH-1622B STD	4 (→ 252), 5 (→ 252), 6 (→ 252), 7 (→ 252)
8-94220-838	MS-1616GP STD	1 (→ 252), 8 (→ 253)
8-94221-167	CB-1616GP STD	1 (→ 252), 8 (→ 253)
8-94247-968	PB-1622J STD	4 (→ 252), 6 (→ 252)
8-94250-262	MS-1616GP STD	1 (→ 252), 8 (→ 253)
8-94250-265	TW-1616A STD	1 (→ 252), 8 (→ 253)
8-94251-265		
8-94257-556	CB-1616GP STD	1 (→ 252), 8 (→ 253)
8-94314-314	MS-1622GP STD	4 (→ 252), 5 (→ 252), 6 (→ 252), 7 (→ 252)
8-94324-159	CB-1622GP STD	4 (→ 252), 5 (→ 252), 6 (→ 252), 7 (→ 252)
8-94329-497	CB-1616GP STD	1 (→ 252), 8 (→ 253)
8-94329-498		
8-94329-499		
8-94338-581	MS-1622GP STD	4 (→ 252), 5 (→ 252), 6 (→ 252), 7 (→ 252)
8-94340-693		
8-94340-694		
8-94340-695		
8-94419-455	PB-1622J STD	4 (→ 252), 6 (→ 252)
8-94420-010	MS-1616GP STD	1 (→ 252), 8 (→ 253)
8-94420-011		
8-94420-012		
8-94420-013		
8-94420-014		
8-94420-015		
8-94427-196	SH-1622B STD	4 (→ 252), 5 (→ 252), 6 (→ 252), 7 (→ 252)
8-94427-201		
8-94427-206		
8-94454-604	TW-1622GP STD	2 (→ 252), 4 (→ 252), 5 (→ 252), 6 (→ 252), 7 (→ 252)
8-94454-605		
8-94462-131	MS-1622GP STD	4 (→ 252), 5 (→ 252), 6 (→ 252), 7 (→ 252)
8-97063-261		
8-97063-262		
8-97063-263		
9-11510-163	MS-1610GP STD	3 (→ 252)



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REF-No.		Pos (→)
ISUZU		
9-11581-048	TW-1622GP STD	2 (→ 252), 4 (→ 252), 5 (→ 252), 6 (→ 252), 7 (→ 252)
9-11581-057	TW-1070GP STD	3 (→ 252)
9-11691-048	SH-1163B STD	9 (→ 253), 10 (→ 253), 13 (→ 253), 14 (→ 253)
9-12251-061	PB-1033J STD	2 (→ 252), 3 (→ 252)
9-12251-063	PB-1129J STD	10 (→ 253)
9-12251-083	PB-1023J STD	12 (→ 253)
9-12271-168	CB-1070GP STD	3 (→ 252)
9-12271-608	CB-1612GP STD	11 (→ 253), 15 (→ 253)
JOHN DEERE		
AR 51726	89 028 110	8 (→ 259), 10 (→ 260) ... 19 (→ 262), 20 (→ 263)
AR 55759	80 00332 1 0 000	2 (→ 258), 3 (→ 258), 5 (→ 258), 6 (→ 259), 7 (→ 259)
AR 55980	93 757 600	11 (→ 260), 15 (→ 261), 18 (→ 262), 20 (→ 263)
AR 55984	93 000 600	3 (→ 258), 6 (→ 259), 7 (→ 259)
AR 71067	93 759 600	16 (→ 262), 19 (→ 262)
AR 77762	93 000 600	3 (→ 258), 6 (→ 259), 7 (→ 259)
AR 87736		
AR 87748	93 759 600	16 (→ 262), 19 (→ 262)
AR79463	50 005 230	13 (→ 261), 14 (→ 261), 18 (→ 262), 19 (→ 262)
CX-021	7.02242.47.0	6 (→ 259), 7 (→ 259), 18 (→ 262), 19 (→ 262), 20 (→ 263)
DD 11831	80 00121 1 0 000	8 (→ 259), 10 (→ 260) ... 19 (→ 262), 20 (→ 263)
DD 14529	93 759 960	16 (→ 262), 19 (→ 262)
DD 14530		
R 51726	89 028 110	8 (→ 259), 10 (→ 260) ... 19 (→ 262), 20 (→ 263)
R 80724		
RE 11509	93 757 960	11 (→ 260), 15 (→ 261), 18 (→ 262), 20 (→ 263)
RE 11510		
RE 15597	93 759 960	16 (→ 262), 19 (→ 262)
RE 15600		
RE 15674	80 00121 1 0 000	8 (→ 259), 10 (→ 260) ... 19 (→ 262), 20 (→ 263)
RE 18694	93 757 960	11 (→ 260), 15 (→ 261), 18 (→ 262), 20 (→ 263)
RE 18697		
RE 22678	93 759 960	16 (→ 262), 19 (→ 262)
RE 24458	93 757 600	11 (→ 260), 15 (→ 261), 18 (→ 262), 20 (→ 263)
RE 24539		
RE 66820	80 00121 1 0 000	8 (→ 259), 10 (→ 260) ... 19 (→ 262), 20 (→ 263)
RE35685	50 005 229	2 (→ 258), 3 (→ 258) ... 16 (→ 262), 19 (→ 262)
RE38009	7.02242.47.0	6 (→ 259), 7 (→ 259), 18 (→ 262), 19 (→ 262), 20 (→ 263)
T 23481	90 867 600	1 (→ 258)
T 30355	93 000 600	3 (→ 258), 6 (→ 259), 7 (→ 259)
T 32343	89 036 110	2 (→ 258), 3 (→ 258), 5 (→ 258), 6 (→ 259), 7 (→ 259)
TRE504195	79 305 600	21 (→ 263)
TRE504196	79 305 610	21 (→ 263)
TRE504198	79 306 600	21 (→ 263)
TRE504199	79 306 610	21 (→ 263)
TRE57167	79 304 610	21 (→ 263)
TR116081	79 304 600	21 (→ 263)
192 78	94 360 600	10 (→ 260), 12 (→ 260), 14 (→ 261)
22 510 92	93 000 961	3 (→ 258), 6 (→ 259), 7 (→ 259)
483 68	94 360 600	10 (→ 260), 12 (→ 260), 14 (→ 261)
KUBOTA		
M DF44-7	7.02242.45.0	3 (→ 271), 4 (→ 271)
LIEBHERR		
9279578	105-35622	1 (→ 277)
9279579	105-35623	1 (→ 277)
MAN		
50.02511.7126	94 417 600	8 (→ 288), 20 (→ 296) ... 25 (→ 300), 29 (→ 304)
50.02511.7298		
51.01110.0711	78 586 600	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.0712		
51.01110.0729	78 586 605	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.0730		
51.01110.0747	78 586 610	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.0748		
51.01110.0749	78 586 620	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.0750		



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MAN		
51.01110.0751	78 586 630	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.0752		
51.01110.0753	78 586 640	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.0754		
51.01110.6372	78 586 600	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.6373	78 586 605	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.6374	78 586 610	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.6375	78 586 620	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.6376	78 586 630	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.6377	78 586 640	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.6407	78 586 600	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.6408	78 586 605	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.6409	78 586 610	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.6410	78 586 620	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.6411	78 586 630	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.6412	78 586 640	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.6413	78 586 600	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.6415	78 586 605	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.6416	78 586 610	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.6417	78 586 620	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.6418	78 586 630	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01110.6419	78 586 640	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01111.0729	78 587 605	59 (→ 318), 60 (→ 319) ... 204 (→ 446), 215 (→ 454)
51.01111.0730		
51.01111.6373		
51.01111.6408		
51.01111.6415		
51.01113.6001	79 234 600	6 (→ 287), 8 (→ 288) ... 39 (→ 310), 40 (→ 310)
51.01113.6010	78 586 600	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6012	78 586 605	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6013	78 586 610	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6014	78 586 620	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6015	78 586 630	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6016	78 586 640	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6019	79 234 610	6 (→ 287), 8 (→ 288) ... 39 (→ 310), 40 (→ 310)
51.01113.6029	79 234 600	6 (→ 287), 8 (→ 288) ... 39 (→ 310), 40 (→ 310)
51.01113.6031	79 234 610	6 (→ 287), 8 (→ 288) ... 39 (→ 310), 40 (→ 310)
51.01113.6032	79 234 620	6 (→ 287), 8 (→ 288) ... 39 (→ 310), 40 (→ 310)
51.01113.6033	79 234 630	6 (→ 287), 8 (→ 288) ... 39 (→ 310), 40 (→ 310)
51.01113.6034	79 234 640	6 (→ 287), 8 (→ 288) ... 39 (→ 310), 40 (→ 310)
51.01113.6035	78 586 600	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6037	78 586 605	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6038	78 586 610	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6039	78 586 620	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6040	78 586 630	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6041	78 586 640	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6042	79 234 600	6 (→ 287), 8 (→ 288) ... 39 (→ 310), 40 (→ 310)
51.01113.6044	78 586 600	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6045	78 586 605	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6046	78 586 610	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6047	78 586 620	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6048	78 586 630	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6049	78 586 640	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6051	79 234 610	6 (→ 287), 8 (→ 288) ... 39 (→ 310), 40 (→ 310)
51.01113.6052	79 234 620	6 (→ 287), 8 (→ 288) ... 39 (→ 310), 40 (→ 310)
51.01113.6053	79 234 630	6 (→ 287), 8 (→ 288) ... 39 (→ 310), 40 (→ 310)
51.01113.6054	79 234 640	6 (→ 287), 8 (→ 288) ... 39 (→ 310), 40 (→ 310)
51.01113.6072	78 586 600	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6073		
51.01113.6074	78 586 605	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6075	78 586 610	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6076	78 586 620	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6077	78 586 630	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6078	78 586 640	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01113.6081	78 586 600	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01114.4048	79 235 600	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.01114.6012	78 587 605	59 (→ 318), 60 (→ 319) ... 204 (→ 446), 215 (→ 454)
51.01114.6020		



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CROSS REFERENCE

REF-No.		Pos (→)
MAN		
51.01114.6058	79 235 610	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.01114.6059	79 235 620	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.01114.6060	79 235 630	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.01114.6061	79 235 640	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.01114.6072	79 235 600	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.01114.6074	79 235 610	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.01114.6075	79 235 620	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.01114.6076	79 235 630	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.01114.6077	79 235 640	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.01114.6078	79 235 600	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.01114.6080	79 235 610	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.01114.6081	79 235 620	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.01114.6091	79 235 600	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.01114.6094	79 235 610	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.01114.6095	79 235 620	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.01114.6110	79 261 600	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01114.6111	79 261 610	45 (→ 311), 47 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.01201.0091	88 853 110	48 (→ 312)
51.01201.0155	88 866 110	42 (→ 311)
51.01201.0158	88 853 110	48 (→ 312)
51.01201.0162		
51.01201.0167	88 865 110	42 (→ 311)
51.01201.0171		
51.01201.0193	89 009 110	42 (→ 311)
51.01201.0202	88 865 110	42 (→ 311)
51.01201.0221	88 853 110	48 (→ 312)
51.01201.0227	88 865 110	42 (→ 311)
51.01201.0240	88 866 110	42 (→ 311)
51.01201.0244	88 854 110	48 (→ 312)
51.01201.0245	88 853 110	48 (→ 312)
51.01201.0246	88 852 110	48 (→ 312)
51.01201.0280	89 091 110	3 (→ 285), 4 (→ 286), 5 (→ 286)
51.01201.0296	89 056 110	59 (→ 318), 61 (→ 320) ... 68 (→ 326), 69 (→ 327)
51.01201.0299	89 054 110	49 (→ 312), 50 (→ 313) ... 57 (→ 317), 58 (→ 318)
51.01201.0302	89 340 110	49 (→ 312), 50 (→ 313) ... 57 (→ 317), 58 (→ 318)
51.01201.0305	89 092 110	72 (→ 328), 73 (→ 329) ... 113 (→ 349), 114 (→ 350)
51.01201.0309	89 186 110	116 (→ 350), 117 (→ 351) ... 208 (→ 450), 209 (→ 451)
51.01201.0313	89 056 110	59 (→ 318), 61 (→ 320) ... 68 (→ 326), 69 (→ 327)
51.01201.0318	89 470 110	7 (→ 287), 8 (→ 288) ... 33 (→ 307), 38 (→ 309)
51.01201.0321	89 453 110	7 (→ 287), 8 (→ 288) ... 33 (→ 307), 38 (→ 309)
51.01201.0323	89 057 110	59 (→ 318), 61 (→ 320) ... 68 (→ 326), 69 (→ 327)
51.01201.0324	89 324 110	116 (→ 350), 117 (→ 351) ... 208 (→ 450), 209 (→ 451)
51.01201.0326	89 534 110	117 (→ 351), 118 (→ 352) ... 208 (→ 450), 209 (→ 451)
51.01201.0344	89 518 110	117 (→ 351), 118 (→ 352) ... 208 (→ 450), 209 (→ 451)
51.01201.0372	89 186 110	116 (→ 350), 117 (→ 351) ... 208 (→ 450), 209 (→ 451)
51.01201.0378	89 470 110	7 (→ 287), 8 (→ 288) ... 33 (→ 307), 38 (→ 309)
51.01201.0379	89 453 110	7 (→ 287), 8 (→ 288) ... 33 (→ 307), 38 (→ 309)
51.01201.0385	89 186 110	116 (→ 350), 117 (→ 351) ... 208 (→ 450), 209 (→ 451)
51.01201.0386	89 470 110	7 (→ 287), 8 (→ 288) ... 33 (→ 307), 38 (→ 309)
51.01201.0391	89 186 110	116 (→ 350), 117 (→ 351) ... 208 (→ 450), 209 (→ 451)
51.01201.0398		
51.01201.0400	89 453 110	7 (→ 287), 8 (→ 288) ... 33 (→ 307), 38 (→ 309)
51.01201.0403	89 186 110	116 (→ 350), 117 (→ 351) ... 208 (→ 450), 209 (→ 451)
51.01201.0404		
51.01201.0417	89 816 110	45 (→ 311), 46 (→ 311), 47 (→ 312)
51.01201.0432	89 186 110	116 (→ 350), 117 (→ 351) ... 208 (→ 450), 209 (→ 451)
51.01201.0435	89 595 110	207 (→ 449)
51.01201.0436		
51.01201.0452		
51.01201.0467	89 092 110	72 (→ 328), 73 (→ 329) ... 113 (→ 349), 114 (→ 350)
51.01201.0468	89 186 110	116 (→ 350), 117 (→ 351) ... 208 (→ 450), 209 (→ 451)
51.02410.6256	50 009 129	146 (→ 381), 147 (→ 382), 179 (→ 425)
51.02410.0491	79 236 600	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.02410.6086	78 295 600	48 (→ 312)
51.02410.6087	78 295 610	48 (→ 312)
51.02410.6088	78 295 620	48 (→ 312)
51.02410.6091	78 295 600	48 (→ 312)
51.02410.6100	78 295 610	48 (→ 312)





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REF-No.		Pos (→)
MAN		
51.02410.6471	78 585 640	59 (→ 318), 60 (→ 319) ... 217 (→ 456), 219 (→ 457)
51.02410.6481	79 236 600	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.02410.6483	79 236 610	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.02410.6484	79 236 620	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.02410.6488	78 897 600	49 (→ 312), 50 (→ 313) ... 211 (→ 452), 212 (→ 453)
51.02410.6491	79 236 600	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.02410.6493	79 236 610	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.02410.6494	79 236 620	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.02410.6495	79 236 630	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.02410.6496	79 236 640	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.02410.6509	79 236 600	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.02410.6510		
51.02410.6511	78 901 600	60 (→ 319), 64 (→ 323) ... 217 (→ 456), 219 (→ 457)
51.02410.6513	78 585 600	59 (→ 318), 60 (→ 319) ... 217 (→ 456), 219 (→ 457)
51.02410.6516	78 897 610	49 (→ 312), 50 (→ 313) ... 211 (→ 452), 212 (→ 453)
51.02410.6517	78 897 620	49 (→ 312), 50 (→ 313) ... 211 (→ 452), 212 (→ 453)
51.02410.6518	78 897 630	49 (→ 312), 50 (→ 313) ... 211 (→ 452), 212 (→ 453)
51.02410.6519	78 897 640	49 (→ 312), 50 (→ 313) ... 211 (→ 452), 212 (→ 453)
51.02410.6521	79 236 610	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.02410.6522	79 236 620	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.02410.6526	79 236 610	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.02410.6527	79 236 620	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.02410.6531	78 901 610	60 (→ 319), 64 (→ 323) ... 217 (→ 456), 219 (→ 457)
51.02410.6532	78 901 620	60 (→ 319), 64 (→ 323) ... 217 (→ 456), 219 (→ 457)
51.02410.6533	78 585 600	59 (→ 318), 60 (→ 319) ... 217 (→ 456), 219 (→ 457)
51.02410.6534	78 585 605	64 (→ 323), 65 (→ 323) ... 217 (→ 456), 219 (→ 457)
51.02410.6535	78 585 610	59 (→ 318), 60 (→ 319) ... 217 (→ 456), 219 (→ 457)
51.02410.6536	78 585 620	59 (→ 318), 60 (→ 319) ... 217 (→ 456), 219 (→ 457)
51.02410.6537	78 585 630	59 (→ 318), 60 (→ 319) ... 217 (→ 456), 219 (→ 457)
51.02410.6538	78 585 640	59 (→ 318), 60 (→ 319) ... 217 (→ 456), 219 (→ 457)
51.02410.6539	78 585 600	59 (→ 318), 60 (→ 319) ... 217 (→ 456), 219 (→ 457)
51.02410.6540	78 585 605	64 (→ 323), 65 (→ 323) ... 217 (→ 456), 219 (→ 457)
51.02410.6545	78 289 600	49 (→ 312), 50 (→ 313) ... 114 (→ 350), 115 (→ 350)
51.02410.6547	78 289 610	49 (→ 312), 50 (→ 313) ... 114 (→ 350), 115 (→ 350)
51.02410.6548	78 289 620	49 (→ 312), 50 (→ 313) ... 114 (→ 350), 115 (→ 350)
51.02410.6549	78 289 630	49 (→ 312), 50 (→ 313) ... 114 (→ 350), 115 (→ 350)
51.02410.6551	78 897 600	49 (→ 312), 50 (→ 313) ... 211 (→ 452), 212 (→ 453)
51.02410.6553	78 897 610	49 (→ 312), 50 (→ 313) ... 211 (→ 452), 212 (→ 453)
51.02410.6554	78 897 620	49 (→ 312), 50 (→ 313) ... 211 (→ 452), 212 (→ 453)
51.02410.6555	78 897 630	49 (→ 312), 50 (→ 313) ... 211 (→ 452), 212 (→ 453)
51.02410.6556	78 897 640	49 (→ 312), 50 (→ 313) ... 211 (→ 452), 212 (→ 453)
51.02410.6565	78 585 600	59 (→ 318), 60 (→ 319) ... 217 (→ 456), 219 (→ 457)
51.02410.6571		
51.02410.6606	79 237 600	195 (→ 441), 196 (→ 441) ... 218 (→ 456), 220 (→ 457)
51.02410.6607	78 901 600	60 (→ 319), 64 (→ 323) ... 217 (→ 456), 219 (→ 457)
51.02410.6613	78 901 630	60 (→ 319), 64 (→ 323) ... 217 (→ 456), 219 (→ 457)
51.02410.6614	78 901 640	60 (→ 319), 64 (→ 323) ... 217 (→ 456), 219 (→ 457)
51.02410.6615	78 585 600	59 (→ 318), 60 (→ 319) ... 217 (→ 456), 219 (→ 457)
51.02410.6626	78 901 600	60 (→ 319), 64 (→ 323) ... 217 (→ 456), 219 (→ 457)
51.02410.6628	78 901 610	60 (→ 319), 64 (→ 323) ... 217 (→ 456), 219 (→ 457)
51.02410.6629	78 901 620	60 (→ 319), 64 (→ 323) ... 217 (→ 456), 219 (→ 457)
51.02410.6630	78 901 630	60 (→ 319), 64 (→ 323) ... 217 (→ 456), 219 (→ 457)
51.02410.6631	78 901 640	60 (→ 319), 64 (→ 323) ... 217 (→ 456), 219 (→ 457)
51.02410.6632	79 237 600	195 (→ 441), 196 (→ 441) ... 218 (→ 456), 220 (→ 457)
51.02410.6634	79 237 610	195 (→ 441), 196 (→ 441) ... 218 (→ 456), 220 (→ 457)
51.02410.6635	79 237 620	195 (→ 441), 196 (→ 441) ... 218 (→ 456), 220 (→ 457)
51.02410.6638	79 333 600	31 (→ 305), 32 (→ 306) ... 39 (→ 310), 40 (→ 310)
51.02410.6639		
51.02410.6654	78 901 600	60 (→ 319), 64 (→ 323) ... 217 (→ 456), 219 (→ 457)
51.02410.6655	79 236 600	6 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.02410.6657	78 585 600	59 (→ 318), 60 (→ 319) ... 217 (→ 456), 219 (→ 457)
51.02410.6658	79 237 600	195 (→ 441), 196 (→ 441) ... 218 (→ 456), 220 (→ 457)
51.02410.6659	79 332 600	31 (→ 305), 32 (→ 306) ... 39 (→ 310), 40 (→ 310)
51.02410.6672	79 298 600	45 (→ 311)
51.02410.6696	78 585 600	59 (→ 318), 60 (→ 319) ... 217 (→ 456), 219 (→ 457)
51.02410.6820	78 295 600	48 (→ 312)
51.02500.6019	94 846 600	198 (→ 442), 199 (→ 443), 205 (→ 446), 206 (→ 448)
51.02500.6021	94 848 600	198 (→ 442), 199 (→ 443), 205 (→ 446), 206 (→ 448)



REF-No.		Pos (→ )
MAN		
51.02500.6022	94 849 600	198 (→ 442), 199 (→ 443), 205 (→ 446), 206 (→ 448)
51.02500.6023	99 330 600	155 (→ 392), 156 (→ 393), 167 (→ 409), 172 (→ 416), 173 (→ 418)
51.02500.6024	99 331 600	155 (→ 392), 156 (→ 393), 167 (→ 409), 172 (→ 416), 173 (→ 418)
51.02500.6025	99 332 600	155 (→ 392), 156 (→ 393), 167 (→ 409), 172 (→ 416), 173 (→ 418)
51.02500.6027	94 846 600	198 (→ 442), 199 (→ 443), 205 (→ 446), 206 (→ 448)
51.02500.6028	94 847 600	198 (→ 442), 199 (→ 443), 205 (→ 446), 206 (→ 448)
51.02500.6029	94 848 600	198 (→ 442), 199 (→ 443), 205 (→ 446), 206 (→ 448)
51.02500.6030	94 849 600	198 (→ 442), 199 (→ 443), 205 (→ 446), 206 (→ 448)
51.02500.6031	99 330 600	155 (→ 392), 156 (→ 393), 167 (→ 409), 172 (→ 416), 173 (→ 418)
51.02500.6032	99 331 600	155 (→ 392), 156 (→ 393), 167 (→ 409), 172 (→ 416), 173 (→ 418)
51.02500.6033	99 332 600	155 (→ 392), 156 (→ 393), 167 (→ 409), 172 (→ 416), 173 (→ 418)
51.02500.6035	99 339 600	32 (→ 306), 33 (→ 307), 38 (→ 309)
51.02500.6036	99 683 600	32 (→ 306), 33 (→ 307), 38 (→ 309)
51.02500.6037	99 684 600	32 (→ 306), 33 (→ 307), 38 (→ 309)
51.02500.6041	99 697 600	207 (→ 449)
51.02500.6046	40 208 600	213 (→ 454)
51.02500.6047	99 339 600	32 (→ 306), 33 (→ 307), 38 (→ 309)
51.02500.6048	99 683 600	32 (→ 306), 33 (→ 307), 38 (→ 309)
51.02500.6049	99 684 600	32 (→ 306), 33 (→ 307), 38 (→ 309)
51.02500.6063	90 578 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02500.6065	99 339 600	32 (→ 306), 33 (→ 307), 38 (→ 309)
51.02500.6075	99 702 600	207 (→ 449)
51.02500.6076	99 703 600	207 (→ 449)
51.02500.6077	99 704 600	207 (→ 449)
51.02500.6080	40 207 600	218 (→ 456)
51.02500.6246		
51.02501.0666	93 274 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.0733	92 052 700	78 (→ 332), 86 (→ 336) ... 110 (→ 347), 113 (→ 349)
51.02501.0735		
51.02501.0746	90 337 600	121 (→ 357), 139 (→ 375) ... 186 (→ 430), 192 (→ 437)
51.02501.0769	92 052 700	78 (→ 332), 86 (→ 336) ... 110 (→ 347), 113 (→ 349)
51.02501.0793	99 548 600	217 (→ 456)
51.02501.0851	94 943 600	211 (→ 452), 212 (→ 453)
51.02501.0852	94 942 600	212 (→ 453)
51.02501.0868		
51.02501.0902	94 948 600	81 (→ 333), 82 (→ 333)
51.02501.0973	94 412 600	7 (→ 287), 9 (→ 289) ... 24 (→ 299), 26 (→ 301)
51.02501.6013	93 274 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.6014	93 275 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.6015		
51.02501.6016		
51.02501.6021	92 824 600	61 (→ 320), 69 (→ 327)
51.02501.6022		
51.02501.6023		
51.02501.6024	93 076 600	59 (→ 318)
51.02501.6025		
51.02501.6026		
51.02501.6027	93 185 600	53 (→ 315), 54 (→ 316), 56 (→ 317), 57 (→ 317), 58 (→ 318)
51.02501.6028	93 274 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.6033		
51.02501.6034		
51.02501.6041	92 824 600	61 (→ 320), 69 (→ 327)
51.02501.6042	93 552 600	61 (→ 320), 62 (→ 321), 67 (→ 325), 69 (→ 327)
51.02501.6043		
51.02501.6045	90 334 600	121 (→ 357), 139 (→ 375) ... 186 (→ 430), 192 (→ 437)
51.02501.6047		
51.02501.6072	90 578 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02501.6073	90 579 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02501.6074	90 581 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02501.6076	90 578 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02501.6079	90 582 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02501.6091	99 339 600	32 (→ 306), 33 (→ 307), 38 (→ 309)
51.02501.7019	93 137 600	14 (→ 293), 15 (→ 293)
51.02501.7020		
51.02501.7022		
51.02501.7057	92 666 600	42 (→ 311)
51.02501.7087	90 334 600	121 (→ 357), 139 (→ 375) ... 186 (→ 430), 192 (→ 437)



REF-No.		Pos (→)
MAN		
51.02501.7094	92 986 600	48 (→ 312)
51.02501.7113		
51.02501.7114		
51.02501.7142	92 666 600	42 (→ 311)
51.02501.7157		
51.02501.7158	92 986 600	48 (→ 312)
51.02501.7166	92 656 600	49 (→ 312), 51 (→ 314)
51.02501.7169	93 076 600	59 (→ 318)
51.02501.7173		
51.02501.7182		
51.02501.7185	93 274 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7194	92 824 600	61 (→ 320), 69 (→ 327)
51.02501.7195	92 994 600	61 (→ 320), 69 (→ 327)
51.02501.7196	92 995 600	61 (→ 320), 69 (→ 327)
51.02501.7198	93 275 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7210	93 274 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7211	93 275 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7212	93 329 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7220	92 986 600	48 (→ 312)
51.02501.7233	92 824 600	61 (→ 320), 69 (→ 327)
51.02501.7234	92 994 600	61 (→ 320), 69 (→ 327)
51.02501.7235	92 995 600	61 (→ 320), 69 (→ 327)
51.02501.7236	93 274 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7237	93 275 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7238	93 329 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7239	93 274 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7240	93 275 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7241	93 329 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7245	93 274 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7246	93 275 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7247	93 329 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7248	93 076 600	59 (→ 318)
51.02501.7251	93 185 600	53 (→ 315), 54 (→ 316), 56 (→ 317), 57 (→ 317), 58 (→ 318)
51.02501.7261	93 076 600	59 (→ 318)
51.02501.7264		
51.02501.7267	92 824 600	61 (→ 320), 69 (→ 327)
51.02501.7268	92 994 600	61 (→ 320), 69 (→ 327)
51.02501.7269	92 995 600	61 (→ 320), 69 (→ 327)
51.02501.7270	92 824 600	61 (→ 320), 69 (→ 327)
51.02501.7271	92 994 600	61 (→ 320), 69 (→ 327)
51.02501.7272	92 995 600	61 (→ 320), 69 (→ 327)
51.02501.7273	92 824 600	61 (→ 320), 69 (→ 327)
51.02501.7274	92 994 600	61 (→ 320), 69 (→ 327)
51.02501.7275	92 995 600	61 (→ 320), 69 (→ 327)
51.02501.7277	93 076 600	59 (→ 318)
51.02501.7280		
51.02501.7283		
51.02501.7286	92 656 600	49 (→ 312), 51 (→ 314)
51.02501.7289	93 185 600	53 (→ 315), 54 (→ 316), 56 (→ 317), 57 (→ 317), 58 (→ 318)
51.02501.7292	92 656 600	49 (→ 312), 51 (→ 314)
51.02501.7300	93 274 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7340	93 275 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7345	93 274 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7346		
51.02501.7347	93 275 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7348	93 329 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7349	93 275 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7350	93 329 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7352	93 275 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7353	93 329 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7360	93 274 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7361	93 275 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7362	93 329 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7363		
51.02501.7365	93 552 600	61 (→ 320), 62 (→ 321), 67 (→ 325), 69 (→ 327)
51.02501.7366	92 994 600	61 (→ 320), 69 (→ 327)
51.02501.7367	92 995 600	61 (→ 320), 69 (→ 327)
51.02501.7367	93 554 600	61 (→ 320), 62 (→ 321), 67 (→ 325), 69 (→ 327)



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REF-No.		Pos (→
MAN		
51.02501.7368	93 552 600	61 (→ 320), 62 (→ 321), 67 (→ 325), 69 (→ 327)
51.02501.7369	92 824 600	61 (→ 320), 69 (→ 327)
51.02501.7369	93 552 600	61 (→ 320), 62 (→ 321), 67 (→ 325), 69 (→ 327)
51.02501.7371	92 994 600	61 (→ 320), 69 (→ 327)
51.02501.7372	93 554 600	61 (→ 320), 62 (→ 321), 67 (→ 325), 69 (→ 327)
51.02501.7373	92 995 600	61 (→ 320), 69 (→ 327)
51.02501.7373	93 554 600	61 (→ 320), 62 (→ 321), 67 (→ 325), 69 (→ 327)
51.02501.7375	93 185 600	53 (→ 315), 54 (→ 316), 56 (→ 317), 57 (→ 317), 58 (→ 318)
51.02501.7384	93 776 600	64 (→ 323)
51.02501.7385	90 334 600	121 (→ 357), 139 (→ 375) ... 186 (→ 430), 192 (→ 437)
51.02501.7386		
51.02501.7387		
51.02501.7400	92 052 700	78 (→ 332), 86 (→ 336) ... 110 (→ 347), 113 (→ 349)
51.02501.7404	90 336 600	121 (→ 357), 139 (→ 375) ... 186 (→ 430), 192 (→ 437)
51.02501.7405	90 337 600	121 (→ 357), 139 (→ 375) ... 186 (→ 430), 192 (→ 437)
51.02501.7411	93 721 600	4 (→ 286), 5 (→ 286)
51.02501.7418	93 555 600	4 (→ 286), 5 (→ 286)
51.02501.7419		
51.02501.7420		
51.02501.7421	93 721 600	4 (→ 286), 5 (→ 286)
51.02501.7422		
51.02501.7432	90 336 600	121 (→ 357), 139 (→ 375) ... 186 (→ 430), 192 (→ 437)
51.02501.7433	90 337 600	121 (→ 357), 139 (→ 375) ... 186 (→ 430), 192 (→ 437)
51.02501.7434	90 336 600	121 (→ 357), 139 (→ 375) ... 186 (→ 430), 192 (→ 437)
51.02501.7435	90 337 600	121 (→ 357), 139 (→ 375) ... 186 (→ 430), 192 (→ 437)
51.02501.7436	93 555 600	4 (→ 286), 5 (→ 286)
51.02501.7437		
51.02501.7449	90 341 600	135 (→ 372), 136 (→ 373) ... 193 (→ 439), 194 (→ 440)
51.02501.7450	90 342 600	135 (→ 372), 136 (→ 373) ... 193 (→ 439), 194 (→ 440)
51.02501.7452	90 341 600	135 (→ 372), 136 (→ 373) ... 193 (→ 439), 194 (→ 440)
51.02501.7453	90 342 600	135 (→ 372), 136 (→ 373) ... 193 (→ 439), 194 (→ 440)
51.02501.7455	93 776 600	64 (→ 323)
51.02501.7458		
51.02501.7460		
51.02501.7463	90 341 600	135 (→ 372), 136 (→ 373) ... 193 (→ 439), 194 (→ 440)
51.02501.7464	90 342 600	135 (→ 372), 136 (→ 373) ... 193 (→ 439), 194 (→ 440)
51.02501.7466	93 185 600	53 (→ 315), 54 (→ 316), 56 (→ 317), 57 (→ 317), 58 (→ 318)
51.02501.7468		
51.02501.7482	93 555 600	4 (→ 286), 5 (→ 286)
51.02501.7483	93 721 600	4 (→ 286), 5 (→ 286)
51.02501.7490	93 555 600	4 (→ 286), 5 (→ 286)
51.02501.7491		
51.02501.7497		
51.02501.7498	93 721 600	4 (→ 286), 5 (→ 286)
51.02501.7517	99 548 600	217 (→ 456)
51.02501.7518	92 824 600	61 (→ 320), 69 (→ 327)
51.02501.7519	91 487 700	73 (→ 329), 74 (→ 330), 83 (→ 334)
51.02501.7528	94 944 600	84 (→ 335), 97 (→ 341), 99 (→ 342), 111 (→ 348)
51.02501.7534	94 942 600	212 (→ 453)
51.02501.7535	94 943 600	211 (→ 452), 212 (→ 453)
51.02501.7536	91 074 600	10 (→ 290)
51.02501.7537	91 075 600	10 (→ 290)
51.02501.7548	90 048 600	30 (→ 305)
51.02501.7549	90 049 600	30 (→ 305)
51.02501.7550	90 050 600	30 (→ 305)
51.02501.7560	91 074 600	10 (→ 290)
51.02501.7561	91 075 600	10 (→ 290)
51.02501.7564	90 584 600	118 (→ 352), 122 (→ 358) ... 187 (→ 432), 188 (→ 433)
51.02501.7565	90 585 600	118 (→ 352), 122 (→ 358) ... 187 (→ 432), 188 (→ 433)
51.02501.7573	93 274 960	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02501.7574	92 824 960	61 (→ 320), 69 (→ 327)
51.02501.7575	90 482 600	121 (→ 357), 139 (→ 375) ... 186 (→ 430), 192 (→ 437)
51.02501.7576		
51.02501.7581	94 948 600	81 (→ 333), 82 (→ 333)
51.02501.7593	90 048 600	30 (→ 305)
51.02501.7594	90 049 600	30 (→ 305)
51.02501.7595	90 050 600	30 (→ 305)
51.02501.7598	90 048 600	30 (→ 305)



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MAN		
51.02501.7602	90 583 600	118 (→ 352), 122 (→ 358) ... 187 (→ 432), 188 (→ 433)
51.02501.7603	90 584 600	118 (→ 352), 122 (→ 358) ... 187 (→ 432), 188 (→ 433)
51.02501.7604	90 585 600	118 (→ 352), 122 (→ 358) ... 187 (→ 432), 188 (→ 433)
51.02501.7613	92 052 700	78 (→ 332), 86 (→ 336) ... 110 (→ 347), 113 (→ 349)
51.02501.7621	90 583 600	118 (→ 352), 122 (→ 358) ... 187 (→ 432), 188 (→ 433)
51.02501.7622	90 584 600	118 (→ 352), 122 (→ 358) ... 187 (→ 432), 188 (→ 433)
51.02501.7623	90 585 600	118 (→ 352), 122 (→ 358) ... 187 (→ 432), 188 (→ 433)
51.02501.7637	90 334 960	121 (→ 357), 139 (→ 375) ... 186 (→ 430), 192 (→ 437)
51.02501.7638	90 583 960	118 (→ 352), 122 (→ 358) ... 187 (→ 432), 188 (→ 433)
51.02501.7639		
51.02501.7651	94 412 600	7 (→ 287), 9 (→ 289) ... 24 (→ 299), 26 (→ 301)
51.02501.7652		
51.02501.7653		
51.02501.7654		
51.02501.7655		
51.02501.7657	94 414 600	7 (→ 287), 9 (→ 289) ... 24 (→ 299), 26 (→ 301)
51.02501.7658	94 415 600	7 (→ 287), 9 (→ 289) ... 24 (→ 299), 26 (→ 301)
51.02501.7683	90 341 960	135 (→ 372), 136 (→ 373) ... 193 (→ 439), 194 (→ 440)
51.02501.7684	94 949 600	96 (→ 340)
51.02501.8011	93 274 600	63 (→ 322), 66 (→ 324), 68 (→ 326)
51.02503.7001	80 00156 1 0 000	85 (→ 335), 87 (→ 336), 101 (→ 343), 112 (→ 348), 114 (→ 350)
51.02503.7002	80 00155 1 0 000	72 (→ 328), 73 (→ 329) ... 218 (→ 456), 219 (→ 457)
51.02503.7002	80 00155 6 0 000	72 (→ 328), 73 (→ 329) ... 218 (→ 456), 219 (→ 457)
51.02503.7003	80 00146 1 0 000	7 (→ 287), 8 (→ 288) ... 29 (→ 304), 30 (→ 305)
51.02503.7004	80 00374 1 0 000	10 (→ 290), 11 (→ 291)
51.02503.7005	80 00154 1 0 000	63 (→ 322), 64 (→ 323), 66 (→ 324), 68 (→ 326)
51.02503.7006	80 00151 1 0 000	59 (→ 318), 61 (→ 320), 62 (→ 321), 67 (→ 325), 69 (→ 327)
51.02503.7007	80 00155 6 0 000	72 (→ 328), 73 (→ 329) ... 218 (→ 456), 219 (→ 457)
51.02503.7009	80 00144 1 0 000	4 (→ 286), 5 (→ 286)
51.02511.0076	90 578 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02511.0178	94 416 600	8 (→ 288), 20 (→ 296) ... 25 (→ 300), 29 (→ 304)
51.02511.0451	99 339 600	32 (→ 306), 33 (→ 307), 38 (→ 309)
51.02511.0452		
51.02511.0471	90 578 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02511.0472	90 579 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02511.0473	90 581 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02511.0474	90 582 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02511.7019	93 137 600	14 (→ 293), 15 (→ 293)
51.02511.7020	93 138 600	14 (→ 293), 15 (→ 293)
51.02511.7023	94 412 600	7 (→ 287), 9 (→ 289) ... 24 (→ 299), 26 (→ 301)
51.02511.7024		
51.02511.7025		
51.02511.7026		
51.02511.7029	90 578 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02511.7033		
51.02511.7034	90 579 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02511.7035	90 581 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02511.7036	90 582 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02511.7057	90 334 960	121 (→ 357), 139 (→ 375) ... 186 (→ 430), 192 (→ 437)
51.02511.7091	94 941 600	219 (→ 457)
51.02511.7105	94 394 600	209 (→ 451)
51.02511.7109		
51.02511.7121	94 412 600	7 (→ 287), 9 (→ 289) ... 24 (→ 299), 26 (→ 301)
51.02511.7122	94 413 600	7 (→ 287), 9 (→ 289) ... 24 (→ 299), 26 (→ 301)
51.02511.7123	94 414 600	7 (→ 287), 9 (→ 289) ... 24 (→ 299), 26 (→ 301)
51.02511.7124	94 415 600	7 (→ 287), 9 (→ 289) ... 24 (→ 299), 26 (→ 301)
51.02511.7125	94 416 600	8 (→ 288), 20 (→ 296) ... 25 (→ 300), 29 (→ 304)
51.02511.7126	94 417 600	8 (→ 288), 20 (→ 296) ... 25 (→ 300), 29 (→ 304)
51.02511.7127	94 418 600	8 (→ 288), 20 (→ 296) ... 25 (→ 300), 29 (→ 304)
51.02511.7128	94 419 600	8 (→ 288), 20 (→ 296) ... 25 (→ 300), 29 (→ 304)
51.02511.7149	93 137 600	14 (→ 293), 15 (→ 293)
51.02511.7150	93 138 600	14 (→ 293), 15 (→ 293)
51.02511.7196	94 469 600	130 (→ 368)
51.02511.7200	93 137 600	14 (→ 293), 15 (→ 293)
51.02511.7201	93 138 600	14 (→ 293), 15 (→ 293)
51.02511.7208	94 469 600	130 (→ 368)
51.02511.7220	94 412 600	7 (→ 287), 9 (→ 289) ... 24 (→ 299), 26 (→ 301)
51.02511.7231	94 487 600	27 (→ 303)



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REF-No.		Pos (→
MAN		
51.02511.7232	90 578 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02511.7261	94 394 600	209 (→ 451)
51.02511.7262		
51.02511.7263	94 469 600	130 (→ 368)
51.02511.7267		
51.02511.7271	90 578 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02511.7272	90 579 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02511.7273	90 581 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02511.7275	90 578 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02511.7276	90 579 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02511.7277	90 581 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02511.7278	90 582 600	117 (→ 351), 119 (→ 354) ... 160 (→ 399), 161 (→ 401)
51.02511.7279	94 395 600	209 (→ 451)
51.02511.7280	94 396 600	209 (→ 451)
51.02511.7281	94 397 600	209 (→ 451)
51.02511.7282	94 395 600	209 (→ 451)
51.02511.7283	94 396 600	209 (→ 451)
51.02511.7284	94 397 600	209 (→ 451)
51.02511.7291	94 487 600	27 (→ 303)
51.02511.7292	94 416 600	8 (→ 288), 20 (→ 296) ... 25 (→ 300), 29 (→ 304)
51.02511.7293	93 137 600	14 (→ 293), 15 (→ 293)
51.02511.7294	94 488 600	27 (→ 303)
51.02511.7296		
51.02511.7298	94 417 600	8 (→ 288), 20 (→ 296) ... 25 (→ 300), 29 (→ 304)
51.02511.7299	94 418 600	8 (→ 288), 20 (→ 296) ... 25 (→ 300), 29 (→ 304)
51.02511.7302	93 138 600	14 (→ 293), 15 (→ 293)
51.02511.7310	94 846 600	198 (→ 442), 199 (→ 443), 205 (→ 446), 206 (→ 448)
51.02511.7311		
51.02511.7314	94 847 600	198 (→ 442), 199 (→ 443), 205 (→ 446), 206 (→ 448)
51.02511.7317	94 851 600	158 (→ 396), 162 (→ 403)
51.02511.7318	94 852 600	158 (→ 396), 162 (→ 403)
51.02511.7346	94 846 600	198 (→ 442), 199 (→ 443), 205 (→ 446), 206 (→ 448)
51.02511.7347	94 847 600	198 (→ 442), 199 (→ 443), 205 (→ 446), 206 (→ 448)
51.02511.7348	94 848 600	198 (→ 442), 199 (→ 443), 205 (→ 446), 206 (→ 448)
51.02511.7349	94 849 600	198 (→ 442), 199 (→ 443), 205 (→ 446), 206 (→ 448)
51.02511.7350	94 846 600	198 (→ 442), 199 (→ 443), 205 (→ 446), 206 (→ 448)
51.02511.7351	94 847 600	198 (→ 442), 199 (→ 443), 205 (→ 446), 206 (→ 448)
51.02511.7352	94 848 600	198 (→ 442), 199 (→ 443), 205 (→ 446), 206 (→ 448)
51.02511.7353	94 849 600	198 (→ 442), 199 (→ 443), 205 (→ 446), 206 (→ 448)
51.02511.7354	94 850 600	158 (→ 396), 162 (→ 403)
51.02511.7358		
51.02511.7359	94 851 600	158 (→ 396), 162 (→ 403)
51.02511.7360	94 852 600	158 (→ 396), 162 (→ 403)
51.02511.7377	94 394 600	209 (→ 451)
51.02511.7385	99 330 600	155 (→ 392), 156 (→ 393), 167 (→ 409), 172 (→ 416), 173 (→ 418)
51.02511.7389		
51.02511.7390	99 331 600	155 (→ 392), 156 (→ 393), 167 (→ 409), 172 (→ 416), 173 (→ 418)
51.02511.7391	99 332 600	155 (→ 392), 156 (→ 393), 167 (→ 409), 172 (→ 416), 173 (→ 418)
51.03100.6053	50 003 163	155 (→ 392), 156 (→ 393) ... 205 (→ 446), 206 (→ 448)
51.03100.6802		
51.03100.6807		
51.03101.6510	50 003 140	50 (→ 313), 52 (→ 314), 63 (→ 322), 66 (→ 324), 68 (→ 326)
51.03101.6572	50 003 160	82 (→ 333), 95 (→ 340) ... 191 (→ 436), 194 (→ 440)
51.03101.6584	50 003 140	50 (→ 313), 52 (→ 314), 63 (→ 322), 66 (→ 324), 68 (→ 326)
51.03101.6585	50 003 160	82 (→ 333), 95 (→ 340) ... 191 (→ 436), 194 (→ 440)
51.03101.6600	50 003 140	50 (→ 313), 52 (→ 314), 63 (→ 322), 66 (→ 324), 68 (→ 326)
51.03101.6661	50 003 161	79 (→ 332), 81 (→ 333) ... 123 (→ 360), 124 (→ 361)
51.03101.6738		
51.03101.6739	50 003 162	80 (→ 332), 128 (→ 365), 129 (→ 367), 204 (→ 446)
51.03101.6757		
51.03101.6769	50 003 161	79 (→ 332), 81 (→ 333) ... 123 (→ 360), 124 (→ 361)
51.03101.6772	50 003 162	80 (→ 332), 128 (→ 365), 129 (→ 367), 204 (→ 446)
51.03101.6773	50 003 161	79 (→ 332), 81 (→ 333) ... 123 (→ 360), 124 (→ 361)
51.03101.6774	50 003 162	80 (→ 332), 128 (→ 365), 129 (→ 367), 204 (→ 446)
51.03101.6824	50003163	155 (→ 392), 156 (→ 393) ... 205 (→ 446), 206 (→ 448)
51.03201.0012	81-2515	35 (→ 308), 36 (→ 308), 42 (→ 311)
51.03201.0014	81-2517	35 (→ 308), 36 (→ 308), 42 (→ 311)
51.03201.0047	81-2530	48 (→ 312)



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REF-No.		Pos (→)
MAN		
51.03201.0048	81-2531	48 (→ 312)
51.03201.0075		
51.03201.0087	81-2536	49 (→ 312), 50 (→ 313) ... 219 (→ 457), 220 (→ 457)
51.03201.0088		
51.03201.0093	81-2537	49 (→ 312), 50 (→ 313) ... 219 (→ 457), 220 (→ 457)
51.03201.0098	81-25104	6 (→ 287), 8 (→ 288) ... 39 (→ 310), 43 (→ 311)
51.03201.0100	81-2539	3 (→ 285), 5 (→ 286) ... 38 (→ 309), 39 (→ 310)
51.03201.0102	81-25102	75 (→ 330), 79 (→ 332) ... 219 (→ 457), 220 (→ 457)
51.03201.0103	81-25107	75 (→ 330), 79 (→ 332) ... 219 (→ 457), 220 (→ 457)
51.03201.0106	81-25105	6 (→ 287), 8 (→ 288) ... 39 (→ 310), 43 (→ 311)
51.03201.0108	81-25101	80 (→ 332), 94 (→ 339) ... 219 (→ 457), 220 (→ 457)
51.03201.0109	81-25108	80 (→ 332), 94 (→ 339) ... 219 (→ 457), 220 (→ 457)
51.03201.0115	81-25106	45 (→ 311), 46 (→ 311) ... 206 (→ 448), 207 (→ 449)
51.03201.0122	81-25109	34 (→ 307), 40 (→ 310), 41 (→ 310)
51.03201.0126	81-25106	45 (→ 311), 46 (→ 311) ... 206 (→ 448), 207 (→ 449)
51.03201.1022	81-2531	48 (→ 312)
51.03201.1029	81-2517	35 (→ 308), 36 (→ 308), 42 (→ 311)
51.03201.1030	81-2515	35 (→ 308), 36 (→ 308), 42 (→ 311)
51.03201.1034	81-2536	49 (→ 312), 50 (→ 313) ... 219 (→ 457), 220 (→ 457)
51.03201.1035	81-2537	49 (→ 312), 50 (→ 313) ... 219 (→ 457), 220 (→ 457)
51.03201.1037	81-2538	49 (→ 312), 50 (→ 313) ... 219 (→ 457), 220 (→ 457)
51.03201.1045	81-2539	3 (→ 285), 5 (→ 286) ... 38 (→ 309), 39 (→ 310)
51.03201.1046	81-2540	3 (→ 285), 5 (→ 286) ... 38 (→ 309), 39 (→ 310)
51.03201.1047	81-2530	48 (→ 312)
51.03201.1052	81-2539	3 (→ 285), 5 (→ 286) ... 38 (→ 309), 39 (→ 310)
51.03201.1053	81-2540	3 (→ 285), 5 (→ 286) ... 38 (→ 309), 39 (→ 310)
51.03201.1057	81-25100	3 (→ 285), 5 (→ 286) ... 38 (→ 309), 39 (→ 310)
51.03201.1079	81-25106	45 (→ 311), 46 (→ 311) ... 206 (→ 448), 207 (→ 449)
51.03201.1090		
51.03203.0171	50 004 882	50 (→ 313), 52 (→ 314) ... 193 (→ 439), 194 (→ 440)
51.03203.0171	92-25001	68 (→ 326), 117 (→ 351) ... 163 (→ 404), 187 (→ 432)
51.03203.0184	50 004 884	49 (→ 312), 50 (→ 313) ... 193 (→ 439), 194 (→ 440)
51.03203.0184	92-25003	49 (→ 312), 50 (→ 313) ... 204 (→ 446), 209 (→ 451)
51.03203.0242	92-25002	49 (→ 312), 50 (→ 313) ... 193 (→ 439), 194 (→ 440)
51.03203.0253	92-25012	6 (→ 287), 8 (→ 288) ... 39 (→ 310), 43 (→ 311)
51.03203.0267	92-25004	212 (→ 453), 214 (→ 454) ... 219 (→ 457), 220 (→ 457)
51.03203.0269	92-25005	212 (→ 453), 214 (→ 454) ... 219 (→ 457), 220 (→ 457)
51.03203.0293	92-25008	79 (→ 332), 80 (→ 332) ... 204 (→ 446), 209 (→ 451)
51.03203.0301	92-25009	155 (→ 392), 156 (→ 393) ... 205 (→ 446), 206 (→ 448)
51.03203.0302	92-25010	155 (→ 392), 156 (→ 393) ... 205 (→ 446), 206 (→ 448)
51.03203.0319	92-25012	6 (→ 287), 8 (→ 288) ... 39 (→ 310), 43 (→ 311)
51.03203.0333		
51.04101.0129	2538	48 (→ 312)
51.04101.0305		
51.04101.0328	2520	35 (→ 308), 36 (→ 308), 42 (→ 311)
51.04101.0332	2507	49 (→ 312), 50 (→ 313) ... 192 (→ 437), 193 (→ 439)
51.04101.0348	25237	49 (→ 312), 50 (→ 313) ... 194 (→ 440), 204 (→ 446)
51.04101.0367	25238	49 (→ 312), 50 (→ 313) ... 194 (→ 440), 204 (→ 446)
51.04101.0373	2530	48 (→ 312)
51.04101.0375	25237	49 (→ 312), 50 (→ 313) ... 194 (→ 440), 204 (→ 446)
51.04101.0401	2560	3 (→ 285), 5 (→ 286) ... 39 (→ 310), 43 (→ 311)
51.04101.0405	2573	49 (→ 312), 50 (→ 313) ... 192 (→ 437), 193 (→ 439)
51.04101.0410	2560	3 (→ 285), 5 (→ 286) ... 39 (→ 310), 43 (→ 311)
51.04101.0411		
51.04101.0417	2574	3 (→ 285), 5 (→ 286)
51.04101.0422	25127	3 (→ 285), 5 (→ 286) ... 39 (→ 310), 43 (→ 311)
51.04101.0423	2504	35 (→ 308), 36 (→ 308), 42 (→ 311)
51.04101.0425	25127	3 (→ 285), 5 (→ 286) ... 39 (→ 310), 43 (→ 311)
51.04101.0438	25310	212 (→ 453), 214 (→ 454) ... 219 (→ 457), 220 (→ 457)
51.04101.0439	25311	212 (→ 453), 214 (→ 454) ... 219 (→ 457), 220 (→ 457)
51.04101.0447	25238	49 (→ 312), 50 (→ 313) ... 194 (→ 440), 204 (→ 446)
51.04101.0462	25308	209 (→ 451)
51.04101.0463	25309	209 (→ 451)
51.04101.0478	25237	49 (→ 312), 50 (→ 313) ... 194 (→ 440), 204 (→ 446)
51.04101.0479	25238	49 (→ 312), 50 (→ 313) ... 194 (→ 440), 204 (→ 446)
51.04101.0480	2560	3 (→ 285), 5 (→ 286) ... 39 (→ 310), 43 (→ 311)
51.04101.0482	25249	155 (→ 392), 156 (→ 393) ... 205 (→ 446), 206 (→ 448)
51.04101.0483	25250	155 (→ 392), 156 (→ 393) ... 205 (→ 446), 206 (→ 448)



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MAN		
51.04101.0487	25238	49 (→ 312), 50 (→ 313) ... 194 (→ 440), 204 (→ 446)
51.04101.0498	25305	34 (→ 307), 40 (→ 310), 41 (→ 310)
51.04101.0499	25308	209 (→ 451)
51.04101.0501	25309	209 (→ 451)
51.04101.0503		
51.04101.0506	25305	34 (→ 307), 40 (→ 310), 41 (→ 310)
51.04101.0509	25308	209 (→ 451)
51.04101.0515	25304	34 (→ 307), 40 (→ 310), 41 (→ 310)
51.04101.0516		
51.04101.0523	25302	196 (→ 441), 207 (→ 449)
51.04101.0524	25303	196 (→ 441), 207 (→ 449)
51.04101.0537	25304	34 (→ 307), 40 (→ 310), 41 (→ 310)
51.04101.0538	25305	34 (→ 307), 40 (→ 310), 41 (→ 310)
51.04101.0545	25306	45 (→ 311), 46 (→ 311), 47 (→ 312), 70 (→ 328), 71 (→ 328)
51.04101.0546	25307	45 (→ 311), 46 (→ 311), 47 (→ 312), 70 (→ 328), 71 (→ 328)
51.04101.0547	25300	155 (→ 392), 156 (→ 393) ... 205 (→ 446), 206 (→ 448)
51.04101.0548	25301	155 (→ 392), 156 (→ 393) ... 205 (→ 446), 206 (→ 448)
51.04101.0571	25306	45 (→ 311), 46 (→ 311), 47 (→ 312), 70 (→ 328), 71 (→ 328)
51.04101.0574		
51.04104.0015	KK-11H	35 (→ 308), 36 (→ 308), 42 (→ 311)
51.04104.0023	KK-12H	48 (→ 312), 49 (→ 312) ... 219 (→ 457), 220 (→ 457)
51.04104.0024	KK-10H	3 (→ 285), 5 (→ 286) ... 39 (→ 310), 43 (→ 311)
51.04104.0026	MK-12H	209 (→ 451)
51.04104.0028	RK-9H	155 (→ 392), 156 (→ 393) ... 205 (→ 446), 206 (→ 448)
51.04104.0034	MK-9H	45 (→ 311), 46 (→ 311) ... 206 (→ 448), 207 (→ 449)
51.04401.6375	50 006 348	148 (→ 382), 149 (→ 384) ... 177 (→ 424), 187 (→ 432)
51.04410.0118	87 366 600	55 (→ 316), 56 (→ 317) ... 211 (→ 452), 212 (→ 453)
51.04410.0119		
51.04410.0148		
51.04410.0149		
51.05100.6134	50 005 827	68 (→ 326), 128 (→ 365)
51.05100.6135	50 005 828	68 (→ 326), 128 (→ 365)
51.05100.6155	50 005 827	68 (→ 326), 128 (→ 365)
51.05100.6250	50 005 870	155 (→ 392), 156 (→ 393) ... 220 (→ 457), 221 (→ 458)
51.05100.6252		
51.05100.6260		
51.05100.6262		
51.06500.6282	50 005 210	68 (→ 326)
51.06500.6387		
51.06500.6408	50 005 205	194 (→ 440)
51.06500.6426	50 005 612	73 (→ 329)
51.06500.6476	50 005 631	18 (→ 295), 19 (→ 296), 20 (→ 296), 23 (→ 299), 28 (→ 303)
51.06500.6495	50 005 630	18 (→ 295), 19 (→ 296), 20 (→ 296), 28 (→ 303)
51.06500.9282	50 005 210	68 (→ 326)
51.06500.9387		
51.08150.6014	7.22841.08.0	156 (→ 393), 157 (→ 395) ... 205 (→ 446), 206 (→ 448)
51.08150.6019		
51.08150.6034	7.28260.05.0	156 (→ 393), 161 (→ 401) ... 203 (→ 446), 207 (→ 449)
51.54105.0007	89 196 110	1 (→ 285)
51.54105.3013	89 535 110	2 (→ 285)
51.54105.6003	90 843 970	1 (→ 285)
51.54105.6006		
51.54105.6014	89 535 110	2 (→ 285)
51.54105.6016		
51.54105.6016	94 919 963	2 (→ 285)
51.54105.6020	89 535 110	2 (→ 285)
51.54105.6021		
51.54119.6001	99 849 600	2 (→ 285)
51.54121.0003	78 709 600	1 (→ 285), 49 (→ 312) ... 217 (→ 456), 219 (→ 457)
51.54121.6001		
81.54121.6001		
81.54121.6002		
93.07660.7277	93 076 600	59 (→ 318)
93.07660.7280		
93.07660.7283		
93.07660.7286	92 656 600	49 (→ 312), 51 (→ 314)
93.07660.7289	93 185 600	53 (→ 315), 54 (→ 316), 56 (→ 317), 57 (→ 317), 58 (→ 318)
93.07660.7291	92 656 600	49 (→ 312), 51 (→ 314)
93.07660.7293		



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REF-No.		Pos (→)
MAN		
93.07660.7295	92 824 600	61 (→ 320), 69 (→ 327)
93.07660.7300	93274600	63 (→ 322), 66 (→ 324), 68 (→ 326)
93.21114.0061	81-25103	212 (→ 453)
MASSEY-FERGUSON		
731151 M 1	105-02076	4 (→ 460)
731152 M 1	105-02077	4 (→ 460)
732811 M 1	105-03363	7 (→ 462)
733818 M 1	105-03366	10 (→ 463), 11 (→ 463) ... 23 (→ 468), 24 (→ 469)
733819 M 1	105-03365	10 (→ 463), 11 (→ 463) ... 23 (→ 468), 24 (→ 469)
736813 M 1	105-34026	11 (→ 463), 12 (→ 464)
736815 M 1	105-34025	11 (→ 463), 12 (→ 464)
737640 M 1	105-03364	7 (→ 462)
MAZDA		
V101-23-105	CB-2002GP STD	1 (→ 471)
V101-23-110	MS-2002GP STD	1 (→ 471)
V101-23-110A		
4867-23-110		
MERCEDES-BENZ		
A 000 230 36 65	7.24807.02.0	49 (→ 511), 50 (→ 511)
A 000 230 38 65		
A 906 180 02 01	50 005 879	288 (→ 729), 289 (→ 730) ... 341 (→ 769), 342 (→ 769)
A 906 180 06 01		
A 906 180 08 01		
000 030 04 24	80 00107 4 1 000	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
000 030 26 24	80 00187 4 1 080	72 (→ 524), 73 (→ 524)
000 030 27 24	80 00164 4 1 000	1 (→ 485)
000 030 28 24	80 00164 4 2 050	1 (→ 485)
000 030 65 24	80 00106 4 1 000	6 (→ 486)
000 030 71 24	80 00174 4 0 000	22 (→ 497), 30 (→ 501), 31 (→ 502)
000 030 97 24	80 00106 4 1 000	6 (→ 486)
000 053 10 26	LK-6H	43 (→ 507)
000 131 01 33	78 711 600	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
000 131 20 07	94 164 600	55 (→ 514)
000 131 77 11	80 00167 1 1 000	2 (→ 485)
000 131 78 11	80 00188 1 1 000	74 (→ 525)
000 131 92 11		
000 131 94 11	80 00181 1 0 000	287 (→ 728)
000 131 95 11		
000 230 36 65	7.24807.02.0	49 (→ 511), 50 (→ 511)
000 230 38 65		
001 030 25 24	80 00187 4 1 040	72 (→ 524), 73 (→ 524)
001 030 26 24	80 00187 4 1 080	72 (→ 524), 73 (→ 524)
001 030 27 24	80 00184 1 1 010	57 (→ 515), 58 (→ 515) ... 69 (→ 522), 70 (→ 523)
001 030 28 24	80 00107 4 1 000	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
001 030 39 24	80 00184 1 1 000	57 (→ 515), 58 (→ 515) ... 69 (→ 522), 70 (→ 523)
001 030 66 24	80 00171 1 0 000	7 (→ 486), 8 (→ 487), 10 (→ 489), 16 (→ 493)
001 131 01 11	80 00181 1 0 000	287 (→ 728)
001 586 94 03	80 00164 4 2 050	1 (→ 485)
001 586 96 03	80 00164 4 1 000	1 (→ 485)
002 030 03 24	80 00173 1 0 000	7 (→ 486), 8 (→ 487) ... 19 (→ 495), 20 (→ 495)
002 030 19 24		
002 030 26 24	80 00178 1 0 000	44 (→ 507), 45 (→ 508) ... 52 (→ 512), 53 (→ 513)
002 030 36 24	80 00173 1 1 000	7 (→ 486), 8 (→ 487) ... 19 (→ 495), 20 (→ 495)
002 030 52 24	80 00178 1 0 000	44 (→ 507), 45 (→ 508) ... 52 (→ 512), 53 (→ 513)
002 030 53 24	80 00173 1 1 000	7 (→ 486), 8 (→ 487) ... 19 (→ 495), 20 (→ 495)
003 030 11 24	80 00173 1 0 000	7 (→ 486), 8 (→ 487) ... 19 (→ 495), 20 (→ 495)
003 030 24 24	80 00184 1 0 000	57 (→ 515), 58 (→ 515) ... 69 (→ 522), 70 (→ 523)
003 030 97 24	80 00371 1 0 000	288 (→ 729), 289 (→ 730) ... 327 (→ 762), 331 (→ 764)
003 586 24 03	80 00174 4 0 000	22 (→ 497), 30 (→ 501), 31 (→ 502)
003 586 48 03	80 00107 4 1 000	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
003 586 69 03	80 00112 1 1 000	347 (→ 772), 349 (→ 774) ... 386 (→ 804), 387 (→ 804)
004 586 10 03	80 00107 4 1 000	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
004 586 19 03	80 00112 1 1 000	347 (→ 772), 349 (→ 774) ... 386 (→ 804), 387 (→ 804)
004 586 20 03	80 00107 4 1 000	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
004 586 24 03	80 00184 1 1 010	57 (→ 515), 58 (→ 515) ... 69 (→ 522), 70 (→ 523)
004 586 25 03	80 00107 4 1 000	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)



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MERCEDES-BENZ		
004 586 26 03	80 00112 1 1 000	347 (→ 772), 349 (→ 774) ... 386 (→ 804), 387 (→ 804)
004 586 27 03	80 00107 4 1 000	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
004 586 42 03	80 00112 1 1 000	347 (→ 772), 349 (→ 774) ... 386 (→ 804), 387 (→ 804)
004 586 43 03	80 00184 1 1 000	57 (→ 515), 58 (→ 515) ... 69 (→ 522), 70 (→ 523)
004 586 48 03		
004 586 56 03	80 00112 1 1 000	347 (→ 772), 349 (→ 774) ... 386 (→ 804), 387 (→ 804)
004 586 68 03	80 00187 4 1 080	72 (→ 524), 73 (→ 524)
040 507 08 25	50 006 456	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
102 030 10 40	87 435 600	7 (→ 486), 8 (→ 487) ... 46 (→ 509), 52 (→ 512)
102 030 11 40	87 435 610	7 (→ 486), 8 (→ 487) ... 46 (→ 509), 52 (→ 512)
102 030 12 40	87 435 620	7 (→ 486), 8 (→ 487) ... 46 (→ 509), 52 (→ 512)
102 030 13 40	87 435 630	7 (→ 486), 8 (→ 487) ... 46 (→ 509), 52 (→ 512)
102 030 14 40	87 435 640	7 (→ 486), 8 (→ 487) ... 46 (→ 509), 52 (→ 512)
102 030 20 40	87 435 600	7 (→ 486), 8 (→ 487) ... 46 (→ 509), 52 (→ 512)
102 030 21 40	87 435 610	7 (→ 486), 8 (→ 487) ... 46 (→ 509), 52 (→ 512)
102 030 22 40	87 435 620	7 (→ 486), 8 (→ 487) ... 46 (→ 509), 52 (→ 512)
102 030 23 40	87 435 630	7 (→ 486), 8 (→ 487) ... 46 (→ 509), 52 (→ 512)
102 030 24 40	87 435 640	7 (→ 486), 8 (→ 487) ... 46 (→ 509), 52 (→ 512)
102 030 50 24	80 00187 4 1 080	72 (→ 524), 73 (→ 524)
102 033 13 52	78 662 600	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
102 033 14 52	78 662 610	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
102 033 15 52		
102 033 19 52	78 662 600	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
102 033 20 52	78 662 610	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
102 033 21 52		
102 033 21 62		
102 053 00 26	RK-8H	7 (→ 486), 8 (→ 487) ... 340 (→ 768), 341 (→ 769)
102 586 10 03	78 662 600	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
102 586 11 03	78662610	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
102 586 12 03		
108 050 05 24	81-2659	5 (→ 486), 6 (→ 486), 72 (→ 524), 73 (→ 524)
108 050 07 24	81-2660	5 (→ 486), 6 (→ 486), 72 (→ 524), 73 (→ 524)
108 050 08 24	81-2670	5 (→ 486), 6 (→ 486), 72 (→ 524), 73 (→ 524)
110 200 01 20	50 005 032	22 (→ 497), 23 (→ 497) ... 69 (→ 522), 72 (→ 524)
110 200 01 20	50 005 035	22 (→ 497), 23 (→ 497) ... 69 (→ 522), 72 (→ 524)
110 200 09 20		
110 200 17 20		
114 586 01 03	87 740 610	5 (→ 486)
115 030 00 19	92 931 610	72 (→ 524), 73 (→ 524)
115 030 00 60	87 688 600	72 (→ 524), 73 (→ 524)
115 030 01 19	92 931 620	72 (→ 524), 73 (→ 524)
115 030 01 60	87 688 610	72 (→ 524), 73 (→ 524)
115 030 02 19	92 931 620	72 (→ 524), 73 (→ 524)
115 030 03 19	92 931 600	72 (→ 524), 73 (→ 524)
115 030 04 19	92 931 610	72 (→ 524), 73 (→ 524)
115 030 04 60	87 688 640	72 (→ 524), 73 (→ 524)
115 030 05 19	92 931 620	72 (→ 524), 73 (→ 524)
115 030 15 40	87 741 600	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
115 030 16 40	87 741 610	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
115 030 17 40	87 741 620	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
115 030 18 40	87 741 630	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
115 030 19 40	87 741 640	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
115 030 29 18	92 931 600	72 (→ 524), 73 (→ 524)
115 030 30 18	92 931 610	72 (→ 524), 73 (→ 524)
115 030 31 18	92 931 620	72 (→ 524), 73 (→ 524)
115 030 35 18	92 931 600	72 (→ 524), 73 (→ 524)
115 030 36 18	92 931 610	72 (→ 524), 73 (→ 524)
115 030 37 18	92 931 620	72 (→ 524), 73 (→ 524)
115 030 49 18	92 931 600	72 (→ 524), 73 (→ 524)
115 030 50 18	92 931 610	72 (→ 524), 73 (→ 524)
115 030 51 18	92 931 620	72 (→ 524), 73 (→ 524)
115 030 52 18	92 931 600	72 (→ 524), 73 (→ 524)
115 030 53 18	92 931 610	72 (→ 524), 73 (→ 524)
115 030 54 18	92 931 620	72 (→ 524), 73 (→ 524)
115 030 91 18	92 931 600	72 (→ 524), 73 (→ 524)
115 030 92 18	92 931 610	72 (→ 524), 73 (→ 524)
115 030 93 18	92 931 620	72 (→ 524), 73 (→ 524)
115 030 99 18	92 931 600	72 (→ 524), 73 (→ 524)



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MERCEDES-BENZ		
115 050 02 26	26017	72 (→ 524), 73 (→ 524)
115 053 00 26	RK-9H	5 (→ 486), 6 (→ 486), 72 (→ 524), 73 (→ 524)
115 053 01 01	2621	6 (→ 486)
115 053 02 01		
115 200 00 20	50 005 035	22 (→ 497), 23 (→ 497) ... 69 (→ 522), 72 (→ 524)
115 200 01 20	50 005 033	21 (→ 496), 22 (→ 497) ... 65 (→ 520), 71 (→ 523)
115 200 12 20		
115 200 15 20	50 005 035	22 (→ 497), 23 (→ 497) ... 69 (→ 522), 72 (→ 524)
115 200 16 20	50 005 033	21 (→ 496), 22 (→ 497) ... 65 (→ 520), 71 (→ 523)
115 200 18 20	50 005 035	22 (→ 497), 23 (→ 497) ... 69 (→ 522), 72 (→ 524)
115 586 16 03	87 688 600	72 (→ 524), 73 (→ 524)
115 586 17 03	87 688 610	72 (→ 524), 73 (→ 524)
115 586 20 03	87 688 640	72 (→ 524), 73 (→ 524)
115 586 21 03	87 741 600	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
115 586 22 03	87 741 610	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
115 586 23 03	87 741 620	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
115 586 24 03	87 741 630	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
115 586 25 03	87 741 640	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
115 586 27 03	87741620	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
121 050 02 24	81-2640	3 (→ 485)
121 050 06 24	81-2629	3 (→ 485)
121 050 16 24	81-2628	3 (→ 485)
121 050 21 24	81-2630	3 (→ 485)
121 050 22 24	81-2639	3 (→ 485)
121 050 23 24	81-2693	3 (→ 485)
121 053 04 01	2620	6 (→ 486)
121 200 06 20	50 005 033	21 (→ 496), 22 (→ 497) ... 65 (→ 520), 71 (→ 523)
121 200 09 20	50 005 035	22 (→ 497), 23 (→ 497) ... 69 (→ 522), 72 (→ 524)
121 200 11 20	50 005 033	21 (→ 496), 22 (→ 497) ... 65 (→ 520), 71 (→ 523)
123 053 00 01	2619	5 (→ 486)
123 053 01 01		
127 200 01 20	50 005 033	21 (→ 496), 22 (→ 497) ... 65 (→ 520), 71 (→ 523)
127 200 02 20		
129 053 01 05	261106	5 (→ 486), 6 (→ 486), 72 (→ 524), 73 (→ 524)
130 030 00 18	91 427 630	5 (→ 486)
130 030 00 40	87 738 600	5 (→ 486)
130 030 01 40	87 738 610	5 (→ 486)
130 030 02 18	91 427 620	5 (→ 486)
130 030 02 40	87 738 620	5 (→ 486)
130 030 03 18	91 427 630	5 (→ 486)
130 030 05 18	91 427 620	5 (→ 486)
130 030 05 40	87 495 600	5 (→ 486)
130 030 06 18	91 427 630	5 (→ 486)
130 030 06 40	87 495 610	5 (→ 486)
130 030 07 40	87 495 620	5 (→ 486)
130 030 08 40	87 495 630	5 (→ 486)
130 030 15 17	91 427 620	5 (→ 486)
130 030 16 17	91 427 630	5 (→ 486)
130 030 19 17	91 427 620	5 (→ 486)
130 030 20 17	91 427 630	5 (→ 486)
130 030 23 17	91 427 620	5 (→ 486)
130 030 24 17	91 427 630	5 (→ 486)
130 030 31 17	91 427 620	5 (→ 486)
130 030 32 17	91 427 630	5 (→ 486)
130 030 36 17	91 427 620	5 (→ 486)
130 030 37 17	91 427 630	5 (→ 486)
130 030 41 17	91 427 620	5 (→ 486)
130 030 42 17	91 427 630	5 (→ 486)
130 030 46 17	91 427 620	5 (→ 486)
130 030 47 17	91 427 630	5 (→ 486)
130 030 56 17	91 427 620	5 (→ 486)
130 030 57 17	91 427 630	5 (→ 486)
130 030 62 17		
130 030 70 17	91 427 620	5 (→ 486)
130 030 71 17	91 427 630	5 (→ 486)
130 030 76 17	91 427 620	5 (→ 486)
130 030 77 17	91 427 630	5 (→ 486)
130 030 85 17	91 427 620	5 (→ 486)



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MERCEDES-BENZ		
130 030 86 17	91 427 630	5 (→ 486)
130 030 86 18		
130 030 93 17	91 427 620	5 (→ 486)
130 030 94 17	91 427 630	5 (→ 486)
130 030 96 17	91 427 620	5 (→ 486)
130 030 97 17	91 427 630	5 (→ 486)
130 030 99 17	91427620	5 (→ 486)
130 050 01 24	81-2667	5 (→ 486), 6 (→ 486), 72 (→ 524), 73 (→ 524)
130 050 02 24	81-2668	5 (→ 486), 6 (→ 486), 72 (→ 524), 73 (→ 524)
130 586 00 03	87 738 600	5 (→ 486)
130 586 01 03	87 738 610	5 (→ 486)
130 586 02 03	87 738 620	5 (→ 486)
130 586 05 03	87 738 610	5 (→ 486)
130 586 07 03	87 738 600	5 (→ 486)
130 586 08 03	87 738 610	5 (→ 486)
130 586 09 03	87 738 620	5 (→ 486)
130 586 12 03	87 738 610	5 (→ 486)
130 586 14 03	87 495 600	5 (→ 486)
130 586 15 03	87 495 610	5 (→ 486)
130 586 16 03	87 495 620	5 (→ 486)
130 586 17 03	87 495 630	5 (→ 486)
130 586 19 03	87 495 610	5 (→ 486)
130 586 21 03	87 738 620	5 (→ 486)
130 586 22 03		
130 586 23 03	87495620	5 (→ 486)
130 586 24 03		
180 050 00 24	81-2643	3 (→ 485)
180 050 02 24		
180 050 03 24	81-2691	3 (→ 485)
180 050 05 24	81-2692	3 (→ 485)
180 053 02 01	2666	3 (→ 485)
180 053 04 01		
180 053 11 05	261119	3 (→ 485)
180 053 15 05		
181 011 01 10	88530190	1 (→ 485)
312 053 02 30	81-1609	78 (→ 526), 81 (→ 530) ... 281 (→ 724), 282 (→ 724)
312 053 05 30	81-1610	78 (→ 526), 81 (→ 530) ... 152 (→ 617), 156 (→ 622)
312 053 06 30	81-1627	78 (→ 526), 81 (→ 530) ... 281 (→ 724), 282 (→ 724)
312 053 08 30	81-1628	78 (→ 526), 81 (→ 530) ... 281 (→ 724), 282 (→ 724)
312 053 09 30	81-1630	78 (→ 526), 81 (→ 530) ... 152 (→ 617), 156 (→ 622)
314 030 05 17	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
314 030 09 17	93 882 630	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
314 030 10 17	93 882 640	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
314 030 13 17	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
314 030 16 17	93 882 630	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
314 030 17 17	93 882 640	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
314 050 18 01	50 006 369	78 (→ 526), 81 (→ 530), 83 (→ 533), 93 (→ 544), 109 (→ 563)
314 180 05 01	50 005 835	78 (→ 526), 79 (→ 527) ... 137 (→ 598), 138 (→ 599)
314 180 05 01	50 005 843	76 (→ 525), 77 (→ 526) ... 239 (→ 693), 274 (→ 719)
314 180 10 01	50 005 835	78 (→ 526), 79 (→ 527) ... 137 (→ 598), 138 (→ 599)
314 180 10 01	50 005 843	76 (→ 525), 77 (→ 526) ... 239 (→ 693), 274 (→ 719)
314 180 26 01		
314 586 60 03	87 427 601	78 (→ 526), 79 (→ 527) ... 108 (→ 561), 109 (→ 563)
314 586 62 03	87 427 611	78 (→ 526), 79 (→ 527) ... 108 (→ 561), 109 (→ 563)
314 586 63 03	87 427 621	78 (→ 526), 79 (→ 527) ... 108 (→ 561), 109 (→ 563)
314 586 64 03	87 427 631	78 (→ 526), 79 (→ 527) ... 108 (→ 561), 109 (→ 563)
321 053 07 05	1638	75 (→ 525), 78 (→ 526) ... 160 (→ 627), 161 (→ 628)
321 053 09 05	16106	75 (→ 525), 78 (→ 526) ... 281 (→ 724), 282 (→ 724)
321 053 12 30	81-1631	136 (→ 596), 140 (→ 602), 141 (→ 603), 156 (→ 622)
321 053 13 30	81-1632	136 (→ 596), 140 (→ 602), 141 (→ 603), 156 (→ 622)
321 053 14 30	81-1633	136 (→ 596), 140 (→ 602), 141 (→ 603)
321 131 00 33	78 756 604	2 (→ 485), 76 (→ 525) ... 162 (→ 630), 163 (→ 631)
321 131 02 33	78 756 614	2 (→ 485), 76 (→ 525) ... 162 (→ 630), 163 (→ 631)
321 131 04 33	78 756 604	2 (→ 485), 76 (→ 525) ... 162 (→ 630), 163 (→ 631)
321 131 06 33	78 756 614	2 (→ 485), 76 (→ 525) ... 162 (→ 630), 163 (→ 631)
321 131 08 33	78 756 604	2 (→ 485), 76 (→ 525) ... 162 (→ 630), 163 (→ 631)
321 131 10 33	78 756 614	2 (→ 485), 76 (→ 525) ... 162 (→ 630), 163 (→ 631)
321 131 12 33	78 756 604	2 (→ 485), 76 (→ 525) ... 162 (→ 630), 163 (→ 631)



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CROSS REFERENCE

REF-No.		Pos (→)
MERCEDES-BENZ		
321 131 14 33	78756614	2 (→ 485), 76 (→ 525) ... 162 (→ 630), 163 (→ 631)
326 053 17 29	81-1635	405 (→ 814), 406 (→ 814), 412 (→ 818), 413 (→ 819)
327 053 03 31	92-16132	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
327 053 03 32	92-16133	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
327 053 04 31	92-16134	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
327 053 04 32	92-16135	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
327 053 05 31	92-16136	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
327 053 05 32	92-16137	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
327 053 07 01	1659	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
327 053 08 30	81-1638	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
327 053 14 30	81-1639	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
340 131 00 11	80 00167 1 1 000	2 (→ 485)
341 030 00 17	90 276 700	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
341 030 00 17	92 581 600	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
341 030 03 17	92 581 610	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
341 030 04 17		
344 030 07 60	87 428 630	76 (→ 525), 85 (→ 536) ... 285 (→ 727), 286 (→ 727)
344 030 08 60	87 428 640	76 (→ 525), 85 (→ 536) ... 285 (→ 727), 286 (→ 727)
344 030 22 17	92 581 600	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
344 030 25 17	92 581 610	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
344 030 57 17	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
344 030 60 17	93 712 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
344 030 64 17	93 882 640	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
344 050 00 51	87 245 690	76 (→ 525), 85 (→ 536) ... 285 (→ 727), 286 (→ 727)
344 051 70 12		
345 030 00 17	92 582 600	397 (→ 810), 415 (→ 821), 416 (→ 821)
345 030 02 17	92 582 610	397 (→ 810), 415 (→ 821), 416 (→ 821)
345 030 03 17	92 582 620	397 (→ 810), 415 (→ 821), 416 (→ 821)
345 030 05 17	92 582 600	397 (→ 810), 415 (→ 821), 416 (→ 821)
345 030 07 17	92 582 610	397 (→ 810), 415 (→ 821), 416 (→ 821)
345 030 08 17	92 582 620	397 (→ 810), 415 (→ 821), 416 (→ 821)
345 030 10 17	93 568 600	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
345 030 12 17	93 568 620	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
345 030 13 17	93 568 630	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
345 030 15 17	92 582 600	397 (→ 810), 415 (→ 821), 416 (→ 821)
345 030 17 17	92 582 610	397 (→ 810), 415 (→ 821), 416 (→ 821)
345 030 18 17	92 582 620	397 (→ 810), 415 (→ 821), 416 (→ 821)
345 030 31 24	80 00196 1 1 100	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
345 030 34 24	80 00196 6 1 000	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
345 030 37 17	93 568 600	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
345 030 39 17	93 568 620	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
345 030 40 17	93 568 630	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
345 030 42 17	93 568 600	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
345 030 44 17	93 568 620	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
345 030 45 17	93 568 630	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
345 030 47 17	93 568 600	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
345 030 49 17	93 568 620	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
345 030 50 17	93 568 630	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
345 053 01 32	50 004 888	405 (→ 814), 406 (→ 814) ... 420 (→ 824), 421 (→ 825)
345 053 01 32	92-16110	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
345 053 71 01	1657	396 (→ 809), 398 (→ 811) ... 420 (→ 824), 421 (→ 825)
345 053 71 05	1658	396 (→ 809), 398 (→ 811) ... 420 (→ 824), 421 (→ 825)
346 053 00 01	1657	396 (→ 809), 398 (→ 811) ... 420 (→ 824), 421 (→ 825)
346 053 01 01		
346 053 01 05	1658	396 (→ 809), 398 (→ 811) ... 420 (→ 824), 421 (→ 825)
346 053 02 05		
346 053 03 01	1657	396 (→ 809), 398 (→ 811) ... 420 (→ 824), 421 (→ 825)
346 053 05 32	50 004 888	405 (→ 814), 406 (→ 814) ... 420 (→ 824), 421 (→ 825)
346 053 05 32	92-16110	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
346 053 06 32	92-16141	395 (→ 809), 396 (→ 809) ... 408 (→ 816), 419 (→ 823)
346 053 07 31	50 004 887	405 (→ 814), 406 (→ 814) ... 420 (→ 824), 421 (→ 825)
346 053 07 31	92-16106	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
346 053 08 31	92-16140	395 (→ 809), 396 (→ 809) ... 418 (→ 823), 419 (→ 823)
346 053 09 29	81-1640	396 (→ 809), 398 (→ 811) ... 420 (→ 824), 421 (→ 825)
346 053 11 29	81-1642	396 (→ 809), 398 (→ 811) ... 420 (→ 824), 421 (→ 825)
346 053 12 29	81-1664	396 (→ 809), 398 (→ 811) ... 420 (→ 824), 421 (→ 825)
352 011 03 10	89 177 190	78 (→ 526), 79 (→ 527) ... 284 (→ 726), 286 (→ 727)
352 011 16 10		



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CROSS REFERENCE

REF-No.		Pos (→
MERCEDES-BENZ		
352 011 18 10	89 178 190	78 (→ 526), 79 (→ 527) ... 170 (→ 638), 171 (→ 639)
352 030 00 40	78 673 600	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 01 24	80 00191 1 1 000	89 (→ 540), 98 (→ 549) ... 170 (→ 638), 171 (→ 639)
352 030 02 19	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 02 40	78 673 610	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 03 24	80 00191 1 1 000	89 (→ 540), 98 (→ 549) ... 170 (→ 638), 171 (→ 639)
352 030 03 40	78 673 620	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 04 24	80 00191 1 1 000	89 (→ 540), 98 (→ 549) ... 170 (→ 638), 171 (→ 639)
352 030 04 40	78 673 630	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 05 19	93 882 630	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 05 40	78 673 640	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 06 19	93 882 640	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 06 24	80 00109 1 0 050	76 (→ 525), 78 (→ 526) ... 168 (→ 636), 169 (→ 637)
352 030 07 17	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 07 40	78 673 600	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 09 40	78 673 610	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 10 40	78 673 620	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 11 40	78 673 630	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 12 40	78 673 640	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 13 17	90 274 830	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 14 17	90 274 840	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 14 19	90 274 830	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 15 18	90 274 800	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 15 19	90 274 840	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 16 17	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 17 19	90 274 830	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 18 18		
352 030 18 19	90 274 840	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 18 45	78 674 621	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 19 17	93 712 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 19 18	90 274 840	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 19 45	78 674 621	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 20 19	92 581 610	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
352 030 20 45	78 674 621	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 21 19	92 581 620	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
352 030 21 45	78 674 631	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 22 17	93 882 630	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 22 45	78 674 631	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 23 19	92 581 610	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
352 030 23 45	78 674 641	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 24 17	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 24 19	92 581 620	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
352 030 24 45	78 674 641	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 25 17	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 25 19	90 274 830	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 25 45	78 674 601	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 26 19	90 274 840	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 28 17	90 274 830	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 29 17	90 274 840	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 29 19	90 274 830	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 29 45	78 674 611	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 30 19	90 274 840	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 30 45	78 674 621	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 32 19	92 581 600	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
352 030 32 45	78 674 621	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 33 17	90 274 800	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 33 45	78 674 631	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 34 45		
352 030 35 19	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 35 45	78 674 641	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 030 36 45		
352 030 38 19	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 39 20	50 009 109	78 (→ 526), 81 (→ 530) ... 157 (→ 623), 161 (→ 628)
352 030 40 18	90 274 800	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 41 19	93 882 630	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 42 19	93 882 640	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 43 19	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 44 19	93 750 600	89 (→ 540), 112 (→ 567) ... 170 (→ 638), 171 (→ 639)



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EngineComponents



CROSS REFERENCE



REF-No.		Pos (→)
MERCEDES-BENZ		
352 030 47 19	93 750 610	89 (→ 540), 112 (→ 567) ... 170 (→ 638), 171 (→ 639)
352 030 48 19	93 750 620	89 (→ 540), 112 (→ 567) ... 170 (→ 638), 171 (→ 639)
352 030 49 20	50 009 109	78 (→ 526), 81 (→ 530) ... 157 (→ 623), 161 (→ 628)
352 030 52 19	93 882 640	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 54 19	93 750 600	89 (→ 540), 112 (→ 567) ... 170 (→ 638), 171 (→ 639)
352 030 56 17	92 581 600	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
352 030 56 18	90 274 800	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 57 17	90 276 700	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
352 030 57 17	92 581 600	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
352 030 57 19		
352 030 57 20	50 009 109	78 (→ 526), 81 (→ 530) ... 157 (→ 623), 161 (→ 628)
352 030 60 17	92 581 610	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
352 030 60 18	90 274 800	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 60 19	92 581 610	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
352 030 61 17	92 581 620	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
352 030 61 19		
352 030 62 19	93 882 640	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 63 18	90 274 830	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 63 19	93 750 610	89 (→ 540), 112 (→ 567) ... 170 (→ 638), 171 (→ 639)
352 030 64 17	93 882 630	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 64 18	90 274 840	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 64 19	93 750 600	89 (→ 540), 112 (→ 567) ... 170 (→ 638), 171 (→ 639)
352 030 65 17	93 882 640	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 66 18	90 274 800	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 67 19	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 68 17	93 712 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 70 19		
352 030 72 18	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 75 17		
352 030 75 18	93 882 630	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 76 18	93 882 640	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 78 18	90 274 800	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 80 17	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 81 18	90 274 830	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 82 18	90 274 840	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 84 18	90 274 830	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 84 19	93 750 600	89 (→ 540), 112 (→ 567) ... 170 (→ 638), 171 (→ 639)
352 030 85 18	90 274 840	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 86 17	90 276 700	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
352 030 86 17	92 581 600	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
352 030 87 18		
352 030 89 17	92 581 610	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
352 030 90 17	92 581 620	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
352 030 90 18	92 581 610	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
352 030 90 19	93 750 610	89 (→ 540), 112 (→ 567) ... 170 (→ 638), 171 (→ 639)
352 030 91 17	93 882 630	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 91 18	92 581 620	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
352 030 92 17	93 882 640	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
352 030 99 18	92 581 610	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
352 033 00 01	78 673 600	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 033 00 02		
352 033 02 01	78 673 610	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 033 02 02		
352 033 03 01	78 673 620	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 033 03 02		
352 033 04 01	78 673 630	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 033 04 02		
352 033 05 01	78 673 640	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 033 05 02		
352 033 07 01	78 673 600	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
352 033 07 02		
352 038 12 50	87 354 793	76 (→ 525), 85 (→ 536) ... 285 (→ 727), 286 (→ 727)
352 050 00 26	16136	75 (→ 525), 78 (→ 526) ... 281 (→ 724), 282 (→ 724)
352 053 00 32	50 004 886	75 (→ 525), 78 (→ 526) ... 281 (→ 724), 282 (→ 724)
352 053 00 32	92-16108	75 (→ 525), 76 (→ 525) ... 281 (→ 724), 282 (→ 724)
352 053 01 01	16136	75 (→ 525), 78 (→ 526) ... 281 (→ 724), 282 (→ 724)
352 053 12 29	81-1666	75 (→ 525), 76 (→ 525) ... 168 (→ 636), 170 (→ 638)
352 053 12 32	92-16108	75 (→ 525), 76 (→ 525) ... 281 (→ 724), 282 (→ 724)



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EngineComponents



CROSS REFERENCE

REF-No.	 TRW PIERBURG	Pos (→ )
MERCEDES-BENZ		
352 053 14 29	81-1668	75 (→ 525), 76 (→ 525) ... 168 (→ 636), 170 (→ 638)
352 053 15 05	1604	75 (→ 525), 78 (→ 526) ... 278 (→ 722), 282 (→ 724)
352 053 15 29	81-1669	75 (→ 525), 76 (→ 525) ... 168 (→ 636), 170 (→ 638)
352 053 15 32	92-16108	75 (→ 525), 76 (→ 525) ... 281 (→ 724), 282 (→ 724)
352 053 16 30	81-1658	78 (→ 526), 81 (→ 530) ... 153 (→ 618), 156 (→ 622)
352 053 16 31	50 004 885	75 (→ 525), 78 (→ 526) ... 281 (→ 724), 282 (→ 724)
352 053 16 31	92-16112	75 (→ 525), 76 (→ 525) ... 168 (→ 636), 170 (→ 638)
352 053 16 32	92-16131	75 (→ 525), 76 (→ 525) ... 281 (→ 724), 282 (→ 724)
352 053 17 30	81-1694	78 (→ 526), 81 (→ 530) ... 153 (→ 618), 156 (→ 622)
352 053 18 30	81-1659	78 (→ 526), 81 (→ 530) ... 153 (→ 618), 156 (→ 622)
352 053 19 30	81-1695	78 (→ 526), 81 (→ 530) ... 153 (→ 618), 156 (→ 622)
352 053 20 30	81-1670	75 (→ 525), 78 (→ 526) ... 167 (→ 635), 168 (→ 636)
352 053 20 32	92-16108	75 (→ 525), 76 (→ 525) ... 281 (→ 724), 282 (→ 724)
352 053 21 32	92-16131	75 (→ 525), 76 (→ 525) ... 281 (→ 724), 282 (→ 724)
352 053 22 29	81-1674	75 (→ 525), 76 (→ 525) ... 283 (→ 725), 284 (→ 726)
352 053 22 30	81-1672	75 (→ 525), 78 (→ 526) ... 167 (→ 635), 168 (→ 636)
352 053 22 31	50 004 885	75 (→ 525), 78 (→ 526) ... 281 (→ 724), 282 (→ 724)
352 053 22 31	92-16112	75 (→ 525), 76 (→ 525) ... 168 (→ 636), 170 (→ 638)
352 053 23 29	81-1675	75 (→ 525), 76 (→ 525) ... 283 (→ 725), 284 (→ 726)
352 053 23 30	81-1673	75 (→ 525), 78 (→ 526) ... 167 (→ 635), 168 (→ 636)
352 053 31 31	50 004 885	75 (→ 525), 78 (→ 526) ... 281 (→ 724), 282 (→ 724)
352 053 31 31	92-16112	75 (→ 525), 76 (→ 525) ... 168 (→ 636), 170 (→ 638)
352 053 35 31	92-16114	75 (→ 525), 76 (→ 525) ... 168 (→ 636), 170 (→ 638)
352 053 37 30	81-1676	75 (→ 525), 76 (→ 525) ... 283 (→ 725), 284 (→ 726)
352 053 37 31	92-16115	75 (→ 525), 76 (→ 525) ... 168 (→ 636), 170 (→ 638)
352 053 38 30	81-1677	75 (→ 525), 76 (→ 525) ... 283 (→ 725), 284 (→ 726)
352 053 38 31	92-16114	75 (→ 525), 76 (→ 525) ... 168 (→ 636), 170 (→ 638)
352 053 40 31		
352 130 01 17	94 037 600	74 (→ 525)
352 130 01 80		
352 130 06 15		
352 131 00 33	78 756 604	2 (→ 485), 76 (→ 525) ... 162 (→ 630), 163 (→ 631)
352 131 02 33	78 756 614	2 (→ 485), 76 (→ 525) ... 162 (→ 630), 163 (→ 631)
352 131 04 33	78 756 604	2 (→ 485), 76 (→ 525) ... 162 (→ 630), 163 (→ 631)
352 131 06 33	78 756 614	2 (→ 485), 76 (→ 525) ... 162 (→ 630), 163 (→ 631)
352 131 10 33	78 754 604	74 (→ 525), 76 (→ 525) ... 285 (→ 727), 286 (→ 727)
352 131 11 33		
352 131 13 33	78 754 614	74 (→ 525), 76 (→ 525) ... 285 (→ 727), 286 (→ 727)
352 131 14 33	78 754 624	74 (→ 525), 76 (→ 525) ... 285 (→ 727), 286 (→ 727)
352 131 17 33	78 754 614	74 (→ 525), 76 (→ 525) ... 285 (→ 727), 286 (→ 727)
352 131 18 33	78 754 624	74 (→ 525), 76 (→ 525) ... 285 (→ 727), 286 (→ 727)
352 131 20 33	78 756 604	2 (→ 485), 76 (→ 525) ... 162 (→ 630), 163 (→ 631)
352 131 22 33	78 756 614	2 (→ 485), 76 (→ 525) ... 162 (→ 630), 163 (→ 631)
352 131 25 33	78 754 604	74 (→ 525), 76 (→ 525) ... 285 (→ 727), 286 (→ 727)
352 131 27 33	78 754 614	74 (→ 525), 76 (→ 525) ... 285 (→ 727), 286 (→ 727)
352 131 28 33	78 754 624	74 (→ 525), 76 (→ 525) ... 285 (→ 727), 286 (→ 727)
352 180 24 01	50 005 843	76 (→ 525), 77 (→ 526) ... 239 (→ 693), 274 (→ 719)
352 180 63 01	50 005 835	78 (→ 526), 79 (→ 527) ... 137 (→ 598), 138 (→ 599)
352 180 63 01	50 005 843	76 (→ 525), 77 (→ 526) ... 239 (→ 693), 274 (→ 719)
352 180 64 01		
352 180 70 01		
352 180 75 01	50 005 836	102 (→ 554), 111 (→ 566) ... 284 (→ 726), 286 (→ 727)
352 586 02 13	78 756 604	2 (→ 485), 76 (→ 525) ... 162 (→ 630), 163 (→ 631)
352 586 04 13	78 756 614	2 (→ 485), 76 (→ 525) ... 162 (→ 630), 163 (→ 631)
352 586 07 13	78 754 604	74 (→ 525), 76 (→ 525) ... 285 (→ 727), 286 (→ 727)
352 586 09 13	78 754 614	74 (→ 525), 76 (→ 525) ... 285 (→ 727), 286 (→ 727)
352 586 10 33	78 754 624	74 (→ 525), 76 (→ 525) ... 285 (→ 727), 286 (→ 727)
352 586 12 03	87 428 600	76 (→ 525), 85 (→ 536) ... 285 (→ 727), 286 (→ 727)
352 586 14 03	87 428 610	76 (→ 525), 85 (→ 536) ... 285 (→ 727), 286 (→ 727)
352 586 15 03	87 428 620	76 (→ 525), 85 (→ 536) ... 285 (→ 727), 286 (→ 727)
352 586 16 03	87 428 630	76 (→ 525), 85 (→ 536) ... 285 (→ 727), 286 (→ 727)
352 586 17 03	87 428 640	76 (→ 525), 85 (→ 536) ... 285 (→ 727), 286 (→ 727)
352 586 30 03	87 426 601	76 (→ 525), 85 (→ 536) ... 162 (→ 630), 163 (→ 631)
352 586 32 03	87 426 611	76 (→ 525), 85 (→ 536) ... 162 (→ 630), 163 (→ 631)
352 586 33 03	87 426 621	76 (→ 525), 85 (→ 536) ... 162 (→ 630), 163 (→ 631)
352 586 34 03	87 426 631	76 (→ 525), 85 (→ 536) ... 162 (→ 630), 163 (→ 631)
352 586 35 03	87 426 641	76 (→ 525), 85 (→ 536) ... 162 (→ 630), 163 (→ 631)



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MERCEDES-BENZ		
352 586 36 03	87 426 611	76 (→ 525), 85 (→ 536) ... 162 (→ 630), 163 (→ 631)
352 586 37 03		
352 586 38 03	87 426 621	76 (→ 525), 85 (→ 536) ... 162 (→ 630), 163 (→ 631)
352 586 39 03		
352 586 40 03	87 426 631	76 (→ 525), 85 (→ 536) ... 162 (→ 630), 163 (→ 631)
352 586 41 03	87 426 641	76 (→ 525), 85 (→ 536) ... 162 (→ 630), 163 (→ 631)
352 586 42 03	87 426 631	76 (→ 525), 85 (→ 536) ... 162 (→ 630), 163 (→ 631)
352 586 43 03	87 426 641	76 (→ 525), 85 (→ 536) ... 162 (→ 630), 163 (→ 631)
353 030 00 24	80 00108 1 0 000	76 (→ 525), 78 (→ 526) ... 168 (→ 636), 169 (→ 637)
353 030 01 24		
353 030 07 17	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 07 24	80 00108 1 0 000	76 (→ 525), 78 (→ 526) ... 168 (→ 636), 169 (→ 637)
353 030 13 17	93 882 630	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 16 17	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 19 17	93 712 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 23 17	93 882 640	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 24 17	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 25 17		
353 030 30 17	93 882 630	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 31 17	93 882 640	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 34 17	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 37 17	93 712 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 48 17	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 50 17		
353 030 58 17	93 882 630	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 59 17	93 882 640	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 63 17	93 712 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 64 17	93 882 630	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 65 17	93 882 640	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 68 17	93 712 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 75 17	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 78 17		
353 030 81 17	93 712 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 84 17		
353 030 85 17	93 882 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 030 86 17		
353 030 87 18	92 581 600	98 (→ 549), 100 (→ 551) ... 157 (→ 623), 160 (→ 627)
353 030 89 17	93 712 600	78 (→ 526), 79 (→ 527) ... 168 (→ 636), 169 (→ 637)
353 200 36 01	50 005 617	127 (→ 583), 130 (→ 587) ... 147 (→ 611), 155 (→ 621)
353 200 37 01		
353 200 56 01	50 005 618	133 (→ 592), 134 (→ 593) ... 160 (→ 627), 163 (→ 631)
355 011 04 10	88 869 190	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 011 07 10		
355 011 08 10		
355 011 08 16		
355 011 09 10	89 346 190	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 011 10 10	89 347 190	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 030 00 20	50 009 110	394 (→ 808), 410 (→ 817) ... 417 (→ 822), 421 (→ 825)
355 030 00 24	80 00196 1 1 000	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 030 00 24	80 00196 6 1 000	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 030 01 24		
355 030 15 17	92 582 600	397 (→ 810), 415 (→ 821), 416 (→ 821)
355 030 17 17	92 582 610	397 (→ 810), 415 (→ 821), 416 (→ 821)
355 030 18 17	92 582 620	397 (→ 810), 415 (→ 821), 416 (→ 821)
355 030 19 20	50 009 110	394 (→ 808), 410 (→ 817) ... 417 (→ 822), 421 (→ 825)
355 030 21 20		
355 030 28 20		
355 030 40 17	93 568 600	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 030 42 17	93 568 620	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 030 43 17	93 568 630	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 030 45 17	93 568 600	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 030 48 17	93 568 620	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 030 49 17	93 568 630	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 030 74 17	93 568 600	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 030 79 17		
355 030 81 17	93 568 620	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 030 82 17	93 568 630	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 050 01 27	16006	396 (→ 809), 398 (→ 811) ... 420 (→ 824), 421 (→ 825)
355 051 04 01	50 006 370	396 (→ 809), 398 (→ 811) ... 420 (→ 824), 421 (→ 825)



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MERCEDES-BENZ		
355 053 00 01	1602	406 (→ 814), 410 (→ 817) ... 415 (→ 821), 416 (→ 821)
355 053 00 05	1603	406 (→ 814), 410 (→ 817) ... 415 (→ 821), 416 (→ 821)
355 053 00 32	92-16118	397 (→ 810), 415 (→ 821), 416 (→ 821)
355 053 01 31	92-16144	397 (→ 810), 415 (→ 821), 416 (→ 821)
355 053 03 30	81-1641	396 (→ 809), 398 (→ 811) ... 420 (→ 824), 421 (→ 825)
355 053 04 30	81-1643	396 (→ 809), 398 (→ 811) ... 420 (→ 824), 421 (→ 825)
355 053 04 32	92-16146	397 (→ 810), 415 (→ 821), 416 (→ 821), 421 (→ 825)
355 053 05 30	81-1665	396 (→ 809), 398 (→ 811) ... 420 (→ 824), 421 (→ 825)
355 053 05 31	92-16145	397 (→ 810), 415 (→ 821), 416 (→ 821)
355 053 06 32	50 004 888	405 (→ 814), 406 (→ 814) ... 420 (→ 824), 421 (→ 825)
355 053 06 32	92-16110	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 053 09 31	92-16142	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 053 10 32	50 004 888	405 (→ 814), 406 (→ 814) ... 420 (→ 824), 421 (→ 825)
355 053 10 32	92-16110	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 053 11 31	50 004 887	405 (→ 814), 406 (→ 814) ... 420 (→ 824), 421 (→ 825)
355 053 11 31	92-16106	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 053 12 32	92-16143	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 053 13 31	92-16142	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 053 18 32	50 004 888	405 (→ 814), 406 (→ 814) ... 420 (→ 824), 421 (→ 825)
355 053 18 32	92-16110	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 053 20 32	92-16143	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 180 01 01	50 005 829	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 200 01 01	50 005 211	394 (→ 808), 414 (→ 820) ... 420 (→ 824), 421 (→ 825)
355 200 05 01		
355 200 06 01		
355 200 08 01		
355 200 09 01		
355 200 11 01		
355 200 15 01		
355 586 08 03	87 737 600	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 586 10 03	87 737 610	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 586 11 03	87 737 620	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 586 12 03	87 737 630	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 586 13 03	87 737 640	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 586 24 03	87 737 600	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 586 26 03	87 737 610	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 586 27 03	87 737 620	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 586 28 03	87 737 630	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
355 586 29 03	87 737 640	393 (→ 808), 394 (→ 808) ... 420 (→ 824), 421 (→ 825)
360 011 00 10	89 043 190	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 011 01 10	89 046 190	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 030 00 24	80 00110 1 0 000	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 030 01 17	93 508 600	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 030 01 24	80 00110 1 0 050	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 030 04 17	93 508 610	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 030 05 17	93 508 620	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 030 08 17	93 508 600	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 030 11 17	93 508 610	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 030 12 17	93 508 620	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 030 24 17	93 508 600	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 030 27 17	93 508 610	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 030 28 17	93 508 620	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 038 00 50	87 331 690	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 050 01 27	1610	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
360 050 02 27		
360 051 00 01	50006371	344 (→ 770), 345 (→ 770)
360 053 00 29	81-1650	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
360 053 00 30	81-1654	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
360 053 01 29	81-1651	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
360 053 01 30	81-1655	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
360 053 01 32	92-16133	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
360 053 02 29	81-1652	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
360 053 02 30	81-1656	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
360 053 02 32	92-16135	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
360 053 03 29	81-1653	343 (→ 769), 344 (→ 770), 345 (→ 770)
360 053 03 30	81-1657	343 (→ 769), 344 (→ 770), 345 (→ 770)
360 053 03 32	92-16137	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
360 053 06 31	92-16132	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)



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MERCEDES-BENZ		
360 053 07 31	92-16134	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
360 053 08 31	92-16136	343 (→ 769), 344 (→ 770), 345 (→ 770), 346 (→ 771)
360 200 03 01	50 005 203	345 (→ 770), 346 (→ 771)
360 200 09 01		
360 200 37 01		
360 200 45 01		
360 586 00 03	87 724 600	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 586 02 03	87 724 610	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 586 03 03		
360 586 04 03		
360 586 05 03	87 724 620	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 586 06 03		
360 586 07 03		
360 586 08 03	87 724 630	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 586 09 03		
360 586 10 03	87 724 640	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 586 11 03		
360 586 12 03	87 725 600	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 586 14 03	87 725 610	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 586 15 03	87 725 620	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 586 16 03	87 725 630	344 (→ 770), 345 (→ 770), 346 (→ 771)
360 586 17 03	87 725 640	344 (→ 770), 345 (→ 770), 346 (→ 771)
362 011 01 10	89 177 190	78 (→ 526), 79 (→ 527) ... 284 (→ 726), 286 (→ 727)
362 011 02 10		
362 011 03 10		
362 011 05 10		
362 011 06 10		
364 030 00 24	80 00192 1 1 000	173 (→ 640), 174 (→ 641) ... 284 (→ 726), 286 (→ 727)
364 030 01 24		
364 030 01 24	80 00192 1 3 000	173 (→ 640), 174 (→ 641) ... 284 (→ 726), 286 (→ 727)
364 030 03 60	87 428 600	76 (→ 525), 85 (→ 536) ... 285 (→ 727), 286 (→ 727)
364 030 04 60	87 428 610	76 (→ 525), 85 (→ 536) ... 285 (→ 727), 286 (→ 727)
364 030 05 60	87 428 620	76 (→ 525), 85 (→ 536) ... 285 (→ 727), 286 (→ 727)
364 030 07 60	87 428 630	76 (→ 525), 85 (→ 536) ... 285 (→ 727), 286 (→ 727)
364 030 08 60	87 428 640	76 (→ 525), 85 (→ 536) ... 285 (→ 727), 286 (→ 727)
364 180 01 01	50 005 843	76 (→ 525), 77 (→ 526) ... 239 (→ 693), 274 (→ 719)
364 200 01 01	50 005 633	180 (→ 646), 181 (→ 647) ... 254 (→ 705), 255 (→ 705)
364 200 09 01		
364 200 20 01		
366 011 00 10	89 198 190	173 (→ 640), 174 (→ 641) ... 283 (→ 725), 284 (→ 726)
366 011 04 10	89 177 190	78 (→ 526), 79 (→ 527) ... 284 (→ 726), 286 (→ 727)
366 011 05 10		
366 011 06 10		
366 030 00 17	93 831 600	173 (→ 640), 174 (→ 641) ... 282 (→ 724), 283 (→ 725)
366 030 00 24	80 00192 1 1 000	173 (→ 640), 174 (→ 641) ... 284 (→ 726), 286 (→ 727)
366 030 01 18	91 598 600	188 (→ 653), 189 (→ 654) ... 272 (→ 717), 279 (→ 723)
366 030 02 17	93 951 600	185 (→ 650), 195 (→ 660) ... 277 (→ 721), 284 (→ 726)
366 030 03 17	93 964 600	185 (→ 650), 195 (→ 660) ... 277 (→ 721), 284 (→ 726)
366 030 03 40	78 673 600	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
366 030 05 18	91 550 600	183 (→ 648), 184 (→ 649) ... 219 (→ 677), 228 (→ 683)
366 030 05 40	78 673 610	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
366 030 06 40	78 673 620	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
366 030 07 40	78 673 630	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
366 030 08 40	78 673 640	76 (→ 525), 78 (→ 526) ... 162 (→ 630), 163 (→ 631)
366 030 10 40	78 925 600	164 (→ 632), 165 (→ 633) ... 285 (→ 727), 286 (→ 727)
366 030 11 17	90 532 600	173 (→ 640), 174 (→ 641) ... 282 (→ 724), 283 (→ 725)
366 030 12 40	78 925 610	164 (→ 632), 165 (→ 633) ... 285 (→ 727), 286 (→ 727)
366 030 13 40	78 925 620	164 (→ 632), 165 (→ 633) ... 285 (→ 727), 286 (→ 727)
366 030 14 17	93 951 600	185 (→ 650), 195 (→ 660) ... 277 (→ 721), 284 (→ 726)
366 030 14 18	94 333 600	180 (→ 646), 181 (→ 647) ... 214 (→ 674), 232 (→ 686)
366 030 14 40	78 925 630	164 (→ 632), 165 (→ 633) ... 285 (→ 727), 286 (→ 727)
366 030 15 17	93 951 600	185 (→ 650), 195 (→ 660) ... 277 (→ 721), 284 (→ 726)
366 030 15 40	78 925 640	164 (→ 632), 165 (→ 633) ... 285 (→ 727), 286 (→ 727)
366 030 16 17	93 964 600	185 (→ 650), 195 (→ 660) ... 277 (→ 721), 284 (→ 726)
366 030 18 18	94 333 600	180 (→ 646), 181 (→ 647) ... 214 (→ 674), 232 (→ 686)
366 030 19 17	93 964 610	185 (→ 650), 195 (→ 660) ... 277 (→ 721), 284 (→ 726)
366 030 21 17	93 951 600	185 (→ 650), 195 (→ 660) ... 277 (→ 721), 284 (→ 726)
366 030 21 20	50 009 108	76 (→ 525), 78 (→ 526) ... 273 (→ 718), 279 (→ 723)
366 030 22 17	93 964 600	185 (→ 650), 195 (→ 660) ... 277 (→ 721), 284 (→ 726)



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EngineComponents



CROSS REFERENCE

REF-No.	 	Pos (→ )
MERCEDES-BENZ		
366 030 25 17	93 964 610	185 (→ 650), 195 (→ 660) ... 277 (→ 721), 284 (→ 726)
366 030 25 20	50 009 108	76 (→ 525), 78 (→ 526) ... 273 (→ 718), 279 (→ 723)
366 030 26 17	93 831 600	173 (→ 640), 174 (→ 641) ... 282 (→ 724), 283 (→ 725)
366 030 27 17	90 532 600	173 (→ 640), 174 (→ 641) ... 282 (→ 724), 283 (→ 725)
366 030 30 17	93 951 600	185 (→ 650), 195 (→ 660) ... 277 (→ 721), 284 (→ 726)
366 030 31 17		
366 030 32 17		
366 030 35 17	93 964 610	185 (→ 650), 195 (→ 660) ... 277 (→ 721), 284 (→ 726)
366 030 35 20	50 009 108	76 (→ 525), 78 (→ 526) ... 273 (→ 718), 279 (→ 723)
366 030 36 20	50 009 107	180 (→ 646), 181 (→ 647) ... 269 (→ 716), 272 (→ 717)
366 030 37 17	93 831 600	173 (→ 640), 174 (→ 641) ... 282 (→ 724), 283 (→ 725)
366 030 38 17	90 532 600	173 (→ 640), 174 (→ 641) ... 282 (→ 724), 283 (→ 725)
366 030 42 17	93 831 600	173 (→ 640), 174 (→ 641) ... 282 (→ 724), 283 (→ 725)
366 030 43 17	90 532 600	173 (→ 640), 174 (→ 641) ... 282 (→ 724), 283 (→ 725)
366 030 47 17	93 831 600	173 (→ 640), 174 (→ 641) ... 282 (→ 724), 283 (→ 725)
366 030 48 17	90 532 600	173 (→ 640), 174 (→ 641) ... 282 (→ 724), 283 (→ 725)
366 030 62 17	93 831 600	173 (→ 640), 174 (→ 641) ... 282 (→ 724), 283 (→ 725)
366 030 63 17		
366 030 64 17	90 532 600	173 (→ 640), 174 (→ 641) ... 282 (→ 724), 283 (→ 725)
366 030 68 17	93 831 600	173 (→ 640), 174 (→ 641) ... 282 (→ 724), 283 (→ 725)
366 030 69 17	90 532 600	173 (→ 640), 174 (→ 641) ... 282 (→ 724), 283 (→ 725)
366 030 71 20	50 009 108	76 (→ 525), 78 (→ 526) ... 273 (→ 718), 279 (→ 723)
366 030 73 20	50 009 107	180 (→ 646), 181 (→ 647) ... 269 (→ 716), 272 (→ 717)
366 030 83 17	91 598 600	188 (→ 653), 189 (→ 654) ... 272 (→ 717), 279 (→ 723)
366 030 87 17	91 550 600	183 (→ 648), 184 (→ 649) ... 219 (→ 677), 228 (→ 683)
366 030 91 17	91 551 610	183 (→ 648), 184 (→ 649) ... 219 (→ 677), 228 (→ 683)
366 030 92 17	91 550 600	183 (→ 648), 184 (→ 649) ... 219 (→ 677), 228 (→ 683)
366 030 96 17	91 551 610	183 (→ 648), 184 (→ 649) ... 219 (→ 677), 228 (→ 683)
366 030 97 17	94 333 600	180 (→ 646), 181 (→ 647) ... 214 (→ 674), 232 (→ 686)
366 050 00 27	16106	75 (→ 525), 78 (→ 526) ... 281 (→ 724), 282 (→ 724)
366 050 01 27		
366 050 02 26	16109	75 (→ 525), 78 (→ 526) ... 281 (→ 724), 282 (→ 724)
366 050 02 27	16122	75 (→ 525), 78 (→ 526) ... 281 (→ 724), 282 (→ 724)
366 050 03 01	50 006 356	177 (→ 643), 183 (→ 648) ... 274 (→ 719), 281 (→ 724)
366 050 03 26	16130	112 (→ 567), 118 (→ 574) ... 281 (→ 724), 282 (→ 724)
366 050 04 01	50 006 357	151 (→ 616), 154 (→ 620) ... 240 (→ 694), 282 (→ 724)
366 050 05 27	16106	75 (→ 525), 78 (→ 526) ... 281 (→ 724), 282 (→ 724)
366 050 06 01	50 006 357	151 (→ 616), 154 (→ 620) ... 240 (→ 694), 282 (→ 724)
366 050 06 27	16106	75 (→ 525), 78 (→ 526) ... 281 (→ 724), 282 (→ 724)
366 050 12 26	261100	163 (→ 631), 173 (→ 640) ... 279 (→ 723), 281 (→ 724)
366 051 11 01	50006357	151 (→ 616), 154 (→ 620) ... 240 (→ 694), 282 (→ 724)
366 053 02 30	81-1676	75 (→ 525), 76 (→ 525) ... 283 (→ 725), 284 (→ 726)
366 053 07 29	81-1674	75 (→ 525), 76 (→ 525) ... 283 (→ 725), 284 (→ 726)
366 053 09 31	50 004 877	85 (→ 536), 98 (→ 549) ... 281 (→ 724), 282 (→ 724)
366 053 09 31	92-16153	102 (→ 554), 104 (→ 557) ... 277 (→ 721), 281 (→ 724)
366 053 10 31	92-16116	102 (→ 554), 104 (→ 557) ... 277 (→ 721), 281 (→ 724)
366 053 12 31	92-16153	102 (→ 554), 104 (→ 557) ... 277 (→ 721), 281 (→ 724)
366 053 14 31		
366 053 16 32	50 004 879	78 (→ 526), 79 (→ 527) ... 278 (→ 722), 279 (→ 723)
366 053 20 32	50 004 889	75 (→ 525), 78 (→ 526) ... 285 (→ 727), 286 (→ 727)
366 053 35 31	50 004 878	163 (→ 631), 180 (→ 646) ... 281 (→ 724), 282 (→ 724)
366 053 35 31	92-16155	163 (→ 631), 168 (→ 636) ... 285 (→ 727), 286 (→ 727)
366 180 01 01	50 005 836	102 (→ 554), 111 (→ 566) ... 284 (→ 726), 286 (→ 727)
366 180 04 01		
366 200 09 01	50 005 629	183 (→ 648), 185 (→ 650) ... 240 (→ 694), 273 (→ 718)
366 200 59 01		
376 030 00 24	80 00192 1 1 000	173 (→ 640), 174 (→ 641) ... 284 (→ 726), 286 (→ 727)
376 030 03 24	80 00192 1 3 000	173 (→ 640), 174 (→ 641) ... 284 (→ 726), 286 (→ 727)
376 030 16 17	93 831 600	173 (→ 640), 174 (→ 641) ... 282 (→ 724), 283 (→ 725)
376 030 17 17	90 532 600	173 (→ 640), 174 (→ 641) ... 282 (→ 724), 283 (→ 725)
376 030 24 17	93 951 600	185 (→ 650), 195 (→ 660) ... 277 (→ 721), 284 (→ 726)
376 050 00 27	16106	75 (→ 525), 78 (→ 526) ... 281 (→ 724), 282 (→ 724)
376 050 01 27		
401 180 00 01	50 005 837	348 (→ 773), 352 (→ 777) ... 586 (→ 990), 589 (→ 993)
401 180 01 01		
401 586 60 03	87 404 600	347 (→ 772), 349 (→ 774) ... 581 (→ 986), 582 (→ 987)
401 586 61 03	87 404 605	347 (→ 772), 349 (→ 774) ... 581 (→ 986), 582 (→ 987)
401 586 62 03	87 404 610	347 (→ 772), 349 (→ 774) ... 581 (→ 986), 582 (→ 987)



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EngineComponents



CROSS REFERENCE

REF-No.		Pos (→)
MERCEDES-BENZ		
401 586 63 03	87 404 620	347 (→ 772), 349 (→ 774) ... 581 (→ 986), 582 (→ 987)
401 586 64 03	87 404 640	347 (→ 772), 349 (→ 774) ... 581 (→ 986), 582 (→ 987)
402 030 00 24	80 00112 1 0 000	347 (→ 772), 349 (→ 774) ... 386 (→ 804), 387 (→ 804)
402 030 00 24	80 00112 1 1 000	347 (→ 772), 349 (→ 774) ... 386 (→ 804), 387 (→ 804)
402 030 01 24	80 00194 1 1 000	348 (→ 773), 352 (→ 777) ... 361 (→ 784), 362 (→ 785)
402 030 02 37	92 306 965	347 (→ 772), 350 (→ 775) ... 368 (→ 790), 370 (→ 792)
402 030 04 37	93 231 960	348 (→ 773), 352 (→ 777) ... 361 (→ 784), 362 (→ 785)
402 030 05 17		
402 030 06 17	93 231 600	348 (→ 773), 352 (→ 777) ... 361 (→ 784), 362 (→ 785)
402 130 03 08	90 843 962	54 (→ 514)
402 130 06 08		
402 131 05 02	90 843 610	54 (→ 514)
402 586 51 03	87 401 605	354 (→ 778), 355 (→ 779) ... 585 (→ 989), 586 (→ 990)
402 586 55 03	87 402 600	354 (→ 778), 355 (→ 779) ... 585 (→ 989), 586 (→ 990)
402 586 56 03	87 402 605	354 (→ 778), 355 (→ 779) ... 585 (→ 989), 586 (→ 990)
402 586 57 03	87 402 610	354 (→ 778), 355 (→ 779) ... 585 (→ 989), 586 (→ 990)
402 586 58 03	87 402 620	354 (→ 778), 355 (→ 779) ... 585 (→ 989), 586 (→ 990)
402 586 59 03	87 402 640	354 (→ 778), 355 (→ 779) ... 585 (→ 989), 586 (→ 990)
402 586 60 03	87 402 600	354 (→ 778), 355 (→ 779) ... 585 (→ 989), 586 (→ 990)
402 586 61 03	87 402 605	354 (→ 778), 355 (→ 779) ... 585 (→ 989), 586 (→ 990)
402 586 62 03	87 402 610	354 (→ 778), 355 (→ 779) ... 585 (→ 989), 586 (→ 990)
402 586 63 03	87 402 620	354 (→ 778), 355 (→ 779) ... 585 (→ 989), 586 (→ 990)
402 586 64 03	87 402 640	354 (→ 778), 355 (→ 779) ... 585 (→ 989), 586 (→ 990)
403 000 05 99	89 530 110	591 (→ 995), 592 (→ 995) ... 602 (→ 1001), 603 (→ 1002)
403 010 40 20	50 003 141	380 (→ 799), 430 (→ 835) ... 516 (→ 942), 525 (→ 948)
403 011 11 10	89 181 110	347 (→ 772), 349 (→ 774) ... 371 (→ 793), 372 (→ 794)
403 011 16 10		
403 011 23 10		
403 011 24 10		
403 011 25 10		
403 011 26 10		
403 011 27 10		
403 011 32 10		
403 011 34 10	89 380 110	347 (→ 772), 348 (→ 773) ... 370 (→ 792), 372 (→ 794)
403 030 01 40	78 693 605	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 030 02 16	92 306 600	347 (→ 772), 350 (→ 775) ... 368 (→ 790), 370 (→ 792)
403 030 02 37	92 306 963	347 (→ 772), 350 (→ 775) ... 368 (→ 790), 370 (→ 792)
403 030 02 40	78 693 610	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 030 03 37	92 306 963	347 (→ 772), 350 (→ 775) ... 368 (→ 790), 370 (→ 792)
403 030 03 40	78 693 620	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 030 04 40	78 693 640	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 030 06 17	92 306 600	347 (→ 772), 350 (→ 775) ... 368 (→ 790), 370 (→ 792)
403 030 06 37	92 306 963	347 (→ 772), 350 (→ 775) ... 368 (→ 790), 370 (→ 792)
403 030 06 45	78 694 605	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 030 07 17	93 332 600	349 (→ 774), 351 (→ 776) ... 369 (→ 791), 372 (→ 794)
403 030 08 40	78 693 600	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 030 09 37	92 306 963	347 (→ 772), 350 (→ 775) ... 368 (→ 790), 370 (→ 792)
403 030 09 40	78 693 605	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 030 10 40	78 693 610	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 030 11 37	93 515 972	371 (→ 793)
403 030 11 40	78 693 620	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 030 12 40	78 693 640	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 030 13 40	78 693 600	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 030 14 37	93 516 972	371 (→ 793)
403 030 14 40	78 693 605	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 030 14 45	78 694 605	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 030 15 40	78 693 610	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 030 16 37	92 306 963	347 (→ 772), 350 (→ 775) ... 368 (→ 790), 370 (→ 792)
403 030 16 40	78 693 620	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 030 17 20	50 009 133	350 (→ 775), 351 (→ 776) ... 500 (→ 925), 501 (→ 927)
403 030 17 40	78 693 640	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 030 18 37	92 306 963	347 (→ 772), 350 (→ 775) ... 368 (→ 790), 370 (→ 792)
403 030 18 40	78 693 630	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 030 19 45	78 694 605	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 030 21 37	92 306 965	347 (→ 772), 350 (→ 775) ... 368 (→ 790), 370 (→ 792)
403 030 22 37		
403 030 23 37		



TRW
EngineComponents



CROSS REFERENCE

REF-No.		Pos (→
MERCEDES-BENZ		
403 030 28 17	92 306 600	347 (→ 772), 350 (→ 775) ... 368 (→ 790), 370 (→ 792)
403 030 30 17		
403 030 31 17		
403 030 32 17		
403 030 33 17		
403 030 39 17		
403 030 40 17		
403 030 44 17		
403 030 47 17		
403 030 48 17		
403 030 49 17		
403 030 51 17		
403 033 01 01	78 693 600	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 033 01 02		
403 033 02 01	78 693 605	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 033 02 02		
403 033 03 01	78 693 610	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 033 03 02		
403 033 04 01	78 693 620	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 033 04 02		
403 033 05 01	78 693 640	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 033 05 02		
403 038 04 50	87 346 690	370 (→ 792), 371 (→ 793) ... 503 (→ 930), 504 (→ 931)
403 038 04 50	87 347 690	363 (→ 786), 364 (→ 787) ... 587 (→ 991), 588 (→ 992)
403 038 04 50	87 348 690	354 (→ 778), 355 (→ 779) ... 585 (→ 989), 586 (→ 990)
403 038 04 50	87 349 690	347 (→ 772), 348 (→ 773) ... 581 (→ 986), 582 (→ 987)
403 038 04 50	87350690	384 (→ 802), 451 (→ 860), 452 (→ 861), 453 (→ 861)
403 053 00 30	81-1647	357 (→ 781), 364 (→ 787) ... 571 (→ 976), 572 (→ 977)
403 053 00 32	92-16104	347 (→ 772), 348 (→ 773) ... 588 (→ 992), 589 (→ 993)
403 053 01 30	81-1648	357 (→ 781), 364 (→ 787) ... 571 (→ 976), 572 (→ 977)
403 053 01 32	92-16148	347 (→ 772), 348 (→ 773) ... 588 (→ 992), 589 (→ 993)
403 053 02 30	81-1649	357 (→ 781), 364 (→ 787) ... 571 (→ 976), 572 (→ 977)
403 053 02 32	92-16105	347 (→ 772), 348 (→ 773) ... 588 (→ 992), 589 (→ 993)
403 053 03 31	92-16163	347 (→ 772), 348 (→ 773) ... 382 (→ 801), 383 (→ 802)
403 053 03 32	92-16104	347 (→ 772), 348 (→ 773) ... 588 (→ 992), 589 (→ 993)
403 053 09 01	16117	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 053 09 31	50 004 892	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
403 053 09 31	92-16100	347 (→ 772), 348 (→ 773) ... 588 (→ 992), 589 (→ 993)
403 053 10 31	92-16147	347 (→ 772), 348 (→ 773) ... 588 (→ 992), 589 (→ 993)
403 053 11 31	92-16101	347 (→ 772), 348 (→ 773) ... 588 (→ 992), 589 (→ 993)
403 053 13 32	92-16148	347 (→ 772), 348 (→ 773) ... 588 (→ 992), 589 (→ 993)
403 053 15 31	92-16100	347 (→ 772), 348 (→ 773) ... 588 (→ 992), 589 (→ 993)
403 053 21 32	92-16104	347 (→ 772), 348 (→ 773) ... 588 (→ 992), 589 (→ 993)
403 053 22 32	92-16148	347 (→ 772), 348 (→ 773) ... 588 (→ 992), 589 (→ 993)
403 053 23 32	92-16105	347 (→ 772), 348 (→ 773) ... 588 (→ 992), 589 (→ 993)
403 053 25 32	92-16104	347 (→ 772), 348 (→ 773) ... 588 (→ 992), 589 (→ 993)
403 053 26 32	92-16148	347 (→ 772), 348 (→ 773) ... 588 (→ 992), 589 (→ 993)
403 053 27 32	92-16105	347 (→ 772), 348 (→ 773) ... 588 (→ 992), 589 (→ 993)
403 053 28 32	92-16104	347 (→ 772), 348 (→ 773) ... 588 (→ 992), 589 (→ 993)
403 053 29 32	92-16148	347 (→ 772), 348 (→ 773) ... 588 (→ 992), 589 (→ 993)
403 053 30 32	92-16105	347 (→ 772), 348 (→ 773) ... 588 (→ 992), 589 (→ 993)
403 130 00 08	90 843 960	54 (→ 514)
403 130 00 17	90 843 600	54 (→ 514)
403 130 01 17	90 843 960	54 (→ 514)
403 130 03 17	90 843 600	54 (→ 514)
403 131 00 02	90 843 960	54 (→ 514)
403 131 08 33	78 709 600	54 (→ 514), 347 (→ 772) ... 587 (→ 991), 588 (→ 992)
403 131 10 02	90 843 960	54 (→ 514)
403 131 20 02	89 196 110	54 (→ 514)
403 180 06 01	50 005 837	348 (→ 773), 352 (→ 777) ... 586 (→ 990), 589 (→ 993)
403 180 17 01		
403 180 27 01	50 005 827	378 (→ 798), 380 (→ 799) ... 533 (→ 953), 540 (→ 957)
403 180 28 01	50 005 828	378 (→ 798), 380 (→ 799) ... 533 (→ 953), 540 (→ 957)
403 180 33 01	50 005 834	356 (→ 780), 358 (→ 782) ... 588 (→ 992), 590 (→ 994)
403 200 27 01	50 005 207	350 (→ 775), 351 (→ 776) ... 382 (→ 801), 385 (→ 803)
403 200 32 01		
403 200 34 01		
403 200 35 01		
403 200 44 01	50 005 210	350 (→ 775), 351 (→ 776) ... 585 (→ 989), 588 (→ 992)



TRW
EngineComponents



CROSS REFERENCE

REF-No.		Pos (→)
MERCEDES-BENZ		
403 200 49 01	50 005 207	350 (→ 775), 351 (→ 776) ... 382 (→ 801), 385 (→ 803)
403 200 51 01	50 005 210	350 (→ 775), 351 (→ 776) ... 585 (→ 989), 588 (→ 992)
403 200 53 01	50 005 632	362 (→ 785), 378 (→ 798) ... 525 (→ 948), 526 (→ 949)
403 200 70 01	50 005 207	350 (→ 775), 351 (→ 776) ... 382 (→ 801), 385 (→ 803)
403 200 71 01	50 005 210	350 (→ 775), 351 (→ 776) ... 585 (→ 989), 588 (→ 992)
403 200 73 01	50 005 632	362 (→ 785), 378 (→ 798) ... 525 (→ 948), 526 (→ 949)
403 200 76 01	50 005 615	352 (→ 777), 358 (→ 782) ... 516 (→ 942), 588 (→ 992)
403 200 77 01		
403 586 04 03	87 400 600	363 (→ 786), 364 (→ 787) ... 368 (→ 790), 369 (→ 791)
403 586 05 03	87 400 605	363 (→ 786), 364 (→ 787) ... 368 (→ 790), 369 (→ 791)
403 586 06 03	87 400 610	363 (→ 786), 364 (→ 787) ... 368 (→ 790), 369 (→ 791)
403 586 07 03	87 400 620	363 (→ 786), 364 (→ 787) ... 368 (→ 790), 369 (→ 791)
403 586 08 03	87 400 640	363 (→ 786), 364 (→ 787) ... 368 (→ 790), 369 (→ 791)
403 586 53 03	87 400 600	363 (→ 786), 364 (→ 787) ... 368 (→ 790), 369 (→ 791)
403 586 54 03	87 400 605	363 (→ 786), 364 (→ 787) ... 368 (→ 790), 369 (→ 791)
403 586 55 03	87 400 610	363 (→ 786), 364 (→ 787) ... 368 (→ 790), 369 (→ 791)
403 586 56 03	87 400 620	363 (→ 786), 364 (→ 787) ... 368 (→ 790), 369 (→ 791)
403 586 57 03	87 400 640	363 (→ 786), 364 (→ 787) ... 368 (→ 790), 369 (→ 791)
403 586 58 03	87 399 605	363 (→ 786), 364 (→ 787) ... 587 (→ 991), 588 (→ 992)
404 030 00 37	93 332 962	349 (→ 774), 351 (→ 776) ... 369 (→ 791), 372 (→ 794)
404 030 01 37	93 516 972	371 (→ 793)
404 030 02 37	93 515 972	371 (→ 793)
404 030 03 37	93 332 600	349 (→ 774), 351 (→ 776) ... 369 (→ 791), 372 (→ 794)
404 030 06 17		
404 030 06 37	93 332 965	349 (→ 774), 351 (→ 776) ... 369 (→ 791), 372 (→ 794)
404 030 07 17	93 332 600	349 (→ 774), 351 (→ 776) ... 369 (→ 791), 372 (→ 794)
404 030 10 37	93 332 962	349 (→ 774), 351 (→ 776) ... 369 (→ 791), 372 (→ 794)
404 030 12 17	93 516 700	371 (→ 793)
404 030 13 17	93 515 700	371 (→ 793)
404 586 51 03	87 397 605	370 (→ 792), 371 (→ 793) ... 443 (→ 852), 444 (→ 853)
407 011 05 10	89 192 110	373 (→ 794), 374 (→ 795) ... 387 (→ 804), 388 (→ 805)
407 011 06 10		
407 011 09 10		
407 011 10 10		
407 011 11 10		
407 030 00 37	92 648 962	373 (→ 794), 375 (→ 795), 382 (→ 801)
407 030 01 17	92 648 600	373 (→ 794), 375 (→ 795), 382 (→ 801)
407 030 01 24	80 00112 1 1 000	347 (→ 772), 349 (→ 774) ... 386 (→ 804), 387 (→ 804)
407 030 01 37	93 802 962	374 (→ 795), 376 (→ 796), 377 (→ 797)
407 030 02 17	92 648 600	373 (→ 794), 375 (→ 795), 382 (→ 801)
407 030 02 24	80 00193 1 1 000	371 (→ 793), 380 (→ 799), 381 (→ 800), 383 (→ 802), 388 (→ 805)
407 030 02 37	92 648 962	373 (→ 794), 375 (→ 795), 382 (→ 801)
407 030 03 17	93 802 600	374 (→ 795), 376 (→ 796), 377 (→ 797)
407 030 06 17	92 648 600	373 (→ 794), 375 (→ 795), 382 (→ 801)
407 030 06 20	50 009 134	377 (→ 797), 378 (→ 798), 380 (→ 799)
407 030 07 37	93 298 962	376 (→ 796), 377 (→ 797) ... 386 (→ 804), 387 (→ 804)
407 030 08 17	93 298 600	376 (→ 796), 377 (→ 797) ... 386 (→ 804), 387 (→ 804)
407 030 11 17	92 648 600	373 (→ 794), 375 (→ 795), 382 (→ 801)
407 030 12 37	93 585 962	380 (→ 799), 381 (→ 800), 383 (→ 802), 388 (→ 805)
407 030 15 17	93 298 600	376 (→ 796), 377 (→ 797) ... 386 (→ 804), 387 (→ 804)
407 030 17 17		
407 030 18 37	93 585 962	380 (→ 799), 381 (→ 800), 383 (→ 802), 388 (→ 805)
407 030 19 17	93 585 602	380 (→ 799), 381 (→ 800), 383 (→ 802), 388 (→ 805)
407 030 19 37	93 298 962	376 (→ 796), 377 (→ 797) ... 386 (→ 804), 387 (→ 804)
407 030 20 37	92 648 962	373 (→ 794), 375 (→ 795), 382 (→ 801)
407 030 22 17	93 298 600	376 (→ 796), 377 (→ 797) ... 386 (→ 804), 387 (→ 804)
407 030 24 17	93 585 602	380 (→ 799), 381 (→ 800), 383 (→ 802), 388 (→ 805)
407 030 25 37	93 585 962	380 (→ 799), 381 (→ 800), 383 (→ 802), 388 (→ 805)
407 030 26 37	93 298 962	376 (→ 796), 377 (→ 797) ... 386 (→ 804), 387 (→ 804)
407 030 27 37		
407 030 28 17	93 802 600	374 (→ 795), 376 (→ 796), 377 (→ 797)
407 030 33 17	93 298 600	376 (→ 796), 377 (→ 797) ... 386 (→ 804), 387 (→ 804)
407 030 34 17	92 648 600	373 (→ 794), 375 (→ 795), 382 (→ 801)
407 050 01 27	16203	391 (→ 807), 392 (→ 807)
407 053 04 31	92-16161	391 (→ 807), 392 (→ 807)
421 050 14 01	50 006 358	422 (→ 826), 425 (→ 829) ... 579 (→ 984), 581 (→ 986)
421 586 03 03	87 404 600	347 (→ 772), 349 (→ 774) ... 581 (→ 986), 582 (→ 987)



TRW
EngineComponents



CROSS REFERENCE

REF-No.		Pos (→)
MERCEDES-BENZ		
422 011 00 10	89 180 110	422 (→ 826), 423 (→ 827) ... 571 (→ 976), 572 (→ 977)
422 011 02 10		
422 011 03 10		
422 030 00 17	93 484 602	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
422 030 00 24	80 00195 1 0 000	390 (→ 806), 391 (→ 807) ... 571 (→ 976), 572 (→ 977)
422 030 00 37	93 485 962	423 (→ 827), 424 (→ 828) ... 570 (→ 975), 572 (→ 977)
422 030 01 24	80 00195 1 0 000	390 (→ 806), 391 (→ 807) ... 571 (→ 976), 572 (→ 977)
422 030 01 37	90 220 962	464 (→ 872), 465 (→ 873) ... 547 (→ 960), 548 (→ 961)
422 030 02 20	50 009 130	350 (→ 775), 351 (→ 776) ... 586 (→ 990), 588 (→ 992)
422 030 02 37	93 485 964	423 (→ 827), 424 (→ 828) ... 570 (→ 975), 572 (→ 977)
422 030 02 45	78 694 605	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 030 03 20	50 009 133	350 (→ 775), 351 (→ 776) ... 500 (→ 925), 501 (→ 927)
422 030 03 37	93 484 962	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
422 030 04 20	50 009 133	350 (→ 775), 351 (→ 776) ... 500 (→ 925), 501 (→ 927)
422 030 04 37	93 485 964	423 (→ 827), 424 (→ 828) ... 570 (→ 975), 572 (→ 977)
422 030 04 40	78 693 600	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 030 05 40	78 693 605	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 030 06 17	93 485 600	423 (→ 827), 424 (→ 828) ... 570 (→ 975), 572 (→ 977)
422 030 06 40	78 693 610	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 030 07 17	90 220 602	464 (→ 872), 465 (→ 873) ... 547 (→ 960), 548 (→ 961)
422 030 07 40	78 693 620	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 030 08 17	90 220 602	464 (→ 872), 465 (→ 873) ... 547 (→ 960), 548 (→ 961)
422 030 08 40	78 693 630	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 030 09 40	78 693 640	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 030 09 45	78 694 605	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 030 10 17	93 484 702	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
422 030 11 17	93 484 602	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
422 030 11 40	78 693 600	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 030 12 40	78 693 605	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 030 13 40	78 693 610	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 030 14 40	78 693 620	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 030 15 17	93 484 602	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
422 030 15 40	78 693 630	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 030 21 45	78 694 605	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 050 00 26	16117	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 050 00 27	16116	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 050 01 27	16150	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 050 02 26	16117	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 050 02 27	16150	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 050 03 01	50 006 359	433 (→ 839), 434 (→ 840) ... 585 (→ 989), 586 (→ 990)
422 050 05 26	16117	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 050 21 01	50 006 359	433 (→ 839), 434 (→ 840) ... 585 (→ 989), 586 (→ 990)
422 053 00 26	LK-1610	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 053 01 01	16117	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
422 053 01 31	92-16150	451 (→ 860), 452 (→ 861) ... 558 (→ 966), 561 (→ 968)
422 053 01 32	92-16126	349 (→ 774), 352 (→ 777) ... 572 (→ 977), 590 (→ 994)
422 053 04 30	81-16100	347 (→ 772), 348 (→ 773) ... 589 (→ 993), 590 (→ 994)
422 053 05 30	81-16101	347 (→ 772), 348 (→ 773) ... 589 (→ 993), 590 (→ 994)
422 053 05 31	92-16151	380 (→ 799), 381 (→ 800) ... 589 (→ 993), 590 (→ 994)
422 053 06 30	81-16102	347 (→ 772), 348 (→ 773) ... 589 (→ 993), 590 (→ 994)
422 053 06 31	92-16152	380 (→ 799), 381 (→ 800) ... 589 (→ 993), 590 (→ 994)
422 200 05 01	50 005 205	441 (→ 849), 501 (→ 927)
422 200 10 01		
422 200 11 01	50 005 625	429 (→ 834)
422 200 12 01	50 005 626	429 (→ 834)
423 011 00 10	89 180 110	422 (→ 826), 423 (→ 827) ... 571 (→ 976), 572 (→ 977)
423 011 01 10		
423 011 02 10		
423 030 00 37	93 484 962	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
423 030 01 24	80 00195 1 1 000	390 (→ 806), 391 (→ 807) ... 571 (→ 976), 572 (→ 977)
423 030 01 37	93 485 962	423 (→ 827), 424 (→ 828) ... 570 (→ 975), 572 (→ 977)
423 030 02 24	80 00195 2 2 000	390 (→ 806), 391 (→ 807) ... 571 (→ 976), 572 (→ 977)
423 030 03 37	93 485 962	423 (→ 827), 424 (→ 828) ... 570 (→ 975), 572 (→ 977)
423 030 04 37	93 484 962	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
423 030 05 37		
423 030 05 37	93 484 966	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
423 030 06 17	93 484 702	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
423 030 06 37	93 485 962	423 (→ 827), 424 (→ 828) ... 570 (→ 975), 572 (→ 977)



TRW
EngineComponents



CROSS REFERENCE

REF-No.		Pos (→)
MERCEDES-BENZ		
423 030 07 16	93 484 702	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
423 030 07 17	93 485 600	423 (→ 827), 424 (→ 828) ... 570 (→ 975), 572 (→ 977)
423 030 08 17	93 484 602	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
423 030 08 37	93 484 962	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
423 030 09 17	93 485 600	423 (→ 827), 424 (→ 828) ... 570 (→ 975), 572 (→ 977)
423 030 09 37	93 484 962	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
423 030 09 37	93 484 966	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
423 030 10 37	93 484 962	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
423 030 11 17	93 484 702	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
423 030 11 37	93 484 962	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
423 030 12 37	93 484 964	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
423 030 13 17	93 485 600	423 (→ 827), 424 (→ 828) ... 570 (→ 975), 572 (→ 977)
423 030 15 17		
423 030 18 17	93 484 602	422 (→ 826), 423 (→ 827) ... 569 (→ 974), 571 (→ 976)
423 050 00 26	1606	347 (→ 772), 348 (→ 773) ... 445 (→ 855), 446 (→ 855)
423 050 00 26	16117	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
423 050 04 27	1608	347 (→ 772), 348 (→ 773) ... 445 (→ 855), 446 (→ 855)
423 180 01 01	50 005 834	356 (→ 780), 358 (→ 782) ... 588 (→ 992), 590 (→ 994)
423 180 05 01		
423 180 23 01		
423 180 25 01		
423 586 00 03	80 00194 1 1 000	348 (→ 773), 352 (→ 777) ... 361 (→ 784), 362 (→ 785)
424 030 00 37	93 485 962	423 (→ 827), 424 (→ 828) ... 570 (→ 975), 572 (→ 977)
424 030 01 17	93 649 962	423 (→ 827), 424 (→ 828) ... 570 (→ 975), 572 (→ 977)
424 030 01 37		
424 030 02 17	93 649 600	423 (→ 827), 424 (→ 828) ... 570 (→ 975), 572 (→ 977)
424 030 02 37	93 485 962	423 (→ 827), 424 (→ 828) ... 570 (→ 975), 572 (→ 977)
427 010 10 20	50 003 141	380 (→ 799), 430 (→ 835) ... 516 (→ 942), 525 (→ 948)
427 011 01 10	89 390 110	445 (→ 855), 446 (→ 855) ... 559 (→ 967), 560 (→ 968)
427 011 02 10		
427 030 00 17	93 729 602	445 (→ 855), 446 (→ 855)
427 030 00 24	80 00194 1 1 000	348 (→ 773), 352 (→ 777) ... 361 (→ 784), 362 (→ 785)
427 030 01 17	93 990 600	447 (→ 856), 448 (→ 857) ... 520 (→ 945), 523 (→ 947)
427 030 01 37	93 729 962	445 (→ 855), 446 (→ 855)
427 030 02 37	93 990 962	447 (→ 856), 448 (→ 857) ... 520 (→ 945), 523 (→ 947)
427 030 03 17	93 729 602	445 (→ 855), 446 (→ 855)
427 030 04 17	90 593 600	509 (→ 937), 511 (→ 939) ... 559 (→ 967), 560 (→ 968)
427 030 04 17	93 729 602	445 (→ 855), 446 (→ 855)
427 030 04 37	93 729 962	445 (→ 855), 446 (→ 855)
427 030 05 17	90 593 600	509 (→ 937), 511 (→ 939) ... 559 (→ 967), 560 (→ 968)
429 010 02 20	50 003 141	380 (→ 799), 430 (→ 835) ... 516 (→ 942), 525 (→ 948)
429 030 00 37	93 990 962	447 (→ 856), 448 (→ 857) ... 520 (→ 945), 523 (→ 947)
441 030 05 20	50 009 132	352 (→ 777), 464 (→ 872) ... 581 (→ 986), 582 (→ 987)
441 030 08 20		
441 030 21 60	78 902 600	348 (→ 773), 352 (→ 777) ... 472 (→ 885), 505 (→ 933)
441 030 23 60	78 902 610	348 (→ 773), 352 (→ 777) ... 472 (→ 885), 505 (→ 933)
441 030 24 60	78 902 620	348 (→ 773), 352 (→ 777) ... 472 (→ 885), 505 (→ 933)
441 030 25 60	78 902 630	348 (→ 773), 352 (→ 777) ... 472 (→ 885), 505 (→ 933)
441 030 26 60	78 902 640	348 (→ 773), 352 (→ 777) ... 472 (→ 885), 505 (→ 933)
441 030 28 60	78 902 600	348 (→ 773), 352 (→ 777) ... 472 (→ 885), 505 (→ 933)
441 030 30 60	78 902 610	348 (→ 773), 352 (→ 777) ... 472 (→ 885), 505 (→ 933)
441 030 31 60	78 902 620	348 (→ 773), 352 (→ 777) ... 472 (→ 885), 505 (→ 933)
441 030 32 60	78 902 630	348 (→ 773), 352 (→ 777) ... 472 (→ 885), 505 (→ 933)
441 030 33 60	78 902 640	348 (→ 773), 352 (→ 777) ... 472 (→ 885), 505 (→ 933)
441 130 00 08	94 919 961	287 (→ 728)
441 200 01 01	50 005 616	573 (→ 978), 574 (→ 979) ... 585 (→ 989), 586 (→ 990)
441 200 02 01		
442 010 06 20	50 003 142	459 (→ 867), 464 (→ 872) ... 507 (→ 935), 508 (→ 936)
442 010 07 20	50 003 141	380 (→ 799), 430 (→ 835) ... 516 (→ 942), 525 (→ 948)
442 010 13 20	50 003 143	474 (→ 887), 480 (→ 896), 481 (→ 897), 482 (→ 899)
442 011 00 10	89 396 110	573 (→ 978), 574 (→ 979) ... 589 (→ 993), 590 (→ 994)
442 011 02 10	89 389 110	390 (→ 806), 422 (→ 826) ... 571 (→ 976), 572 (→ 977)
442 011 03 10	89 396 110	573 (→ 978), 574 (→ 979) ... 589 (→ 993), 590 (→ 994)
442 016 01 91	50 004 664	459 (→ 867), 494 (→ 916)
442 016 02 91	50 004 665	459 (→ 867), 464 (→ 872) ... 508 (→ 936), 584 (→ 988)
442 016 03 91		
442 030 00 17	90 614 600	574 (→ 979), 575 (→ 980) ... 589 (→ 993), 590 (→ 994)
442 030 00 20	50 009 130	350 (→ 775), 351 (→ 776) ... 586 (→ 990), 588 (→ 992)



TRW
EngineComponents



CROSS REFERENCE

REF-No.		Pos (→
MERCEDES-BENZ		
442 030 00 24	80 00197 1 0 000	456 (→ 864), 573 (→ 978) ... 589 (→ 993), 590 (→ 994)
442 030 01 37	90 614 960	574 (→ 979), 575 (→ 980) ... 589 (→ 993), 590 (→ 994)
442 030 01 40	78 693 600	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
442 030 01 45	78 694 605	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
442 030 01 60	78 897 600	356 (→ 780), 358 (→ 782) ... 587 (→ 991), 588 (→ 992)
442 030 02 20	50 009 130	350 (→ 775), 351 (→ 776) ... 586 (→ 990), 588 (→ 992)
442 030 02 37	90 220 962	464 (→ 872), 465 (→ 873) ... 547 (→ 960), 548 (→ 961)
442 030 02 40	78 693 605	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
442 030 03 40	78 693 610	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
442 030 03 60	78 897 610	356 (→ 780), 358 (→ 782) ... 587 (→ 991), 588 (→ 992)
442 030 04 17	90 614 600	574 (→ 979), 575 (→ 980) ... 589 (→ 993), 590 (→ 994)
442 030 04 37	90 220 962	464 (→ 872), 465 (→ 873) ... 547 (→ 960), 548 (→ 961)
442 030 04 40	78 693 620	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
442 030 04 60	78 897 620	356 (→ 780), 358 (→ 782) ... 587 (→ 991), 588 (→ 992)
442 030 05 17	90 614 600	574 (→ 979), 575 (→ 980) ... 589 (→ 993), 590 (→ 994)
442 030 05 37	94 512 960	464 (→ 872), 465 (→ 873) ... 503 (→ 930), 504 (→ 931)
442 030 05 40	78 693 630	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
442 030 06 17	90 220 602	464 (→ 872), 465 (→ 873) ... 547 (→ 960), 548 (→ 961)
442 030 06 37	94 331 960	390 (→ 806), 458 (→ 866) ... 498 (→ 922), 499 (→ 923)
442 030 06 40	78 693 640	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
442 030 07 17	90 220 602	464 (→ 872), 465 (→ 873) ... 547 (→ 960), 548 (→ 961)
442 030 07 37	91 620 960	573 (→ 978), 576 (→ 981), 582 (→ 987), 583 (→ 988)
442 030 08 17	94 512 600	464 (→ 872), 465 (→ 873) ... 503 (→ 930), 504 (→ 931)
442 030 08 37	94 361 960	454 (→ 862), 455 (→ 863), 461 (→ 869), 462 (→ 870), 472 (→ 885)
442 030 09 37	94 681 960	390 (→ 806), 465 (→ 873) ... 507 (→ 935), 508 (→ 936)
442 030 09 60	78 897 600	356 (→ 780), 358 (→ 782) ... 587 (→ 991), 588 (→ 992)
442 030 10 37	94 331 600	390 (→ 806), 458 (→ 866) ... 498 (→ 922), 499 (→ 923)
442 030 10 60	78 897 605	356 (→ 780), 358 (→ 782) ... 587 (→ 991), 588 (→ 992)
442 030 11 17	94 512 600	464 (→ 872), 465 (→ 873) ... 503 (→ 930), 504 (→ 931)
442 030 11 37	94 681 960	390 (→ 806), 465 (→ 873) ... 507 (→ 935), 508 (→ 936)
442 030 11 60	78 897 610	356 (→ 780), 358 (→ 782) ... 587 (→ 991), 588 (→ 992)
442 030 12 37	94 681 960	390 (→ 806), 465 (→ 873) ... 507 (→ 935), 508 (→ 936)
442 030 12 60	78 897 620	356 (→ 780), 358 (→ 782) ... 587 (→ 991), 588 (→ 992)
442 030 13 17	94 361 600	454 (→ 862), 455 (→ 863), 461 (→ 869), 462 (→ 870), 472 (→ 885)
442 030 13 37	94 512 960	464 (→ 872), 465 (→ 873) ... 503 (→ 930), 504 (→ 931)
442 030 13 60	78 897 630	356 (→ 780), 358 (→ 782) ... 587 (→ 991), 588 (→ 992)
442 030 14 17	94 331 600	390 (→ 806), 458 (→ 866) ... 498 (→ 922), 499 (→ 923)
442 030 14 37	94 512 960	464 (→ 872), 465 (→ 873) ... 503 (→ 930), 504 (→ 931)
442 030 14 45	78 694 605	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
442 030 14 60	78 897 640	356 (→ 780), 358 (→ 782) ... 587 (→ 991), 588 (→ 992)
442 030 15 17	94 331 600	390 (→ 806), 458 (→ 866) ... 498 (→ 922), 499 (→ 923)
442 030 15 37	94 331 960	390 (→ 806), 458 (→ 866) ... 498 (→ 922), 499 (→ 923)
442 030 15 60	78 897 600	356 (→ 780), 358 (→ 782) ... 587 (→ 991), 588 (→ 992)
442 030 16 17	91 620 600	573 (→ 978), 576 (→ 981), 582 (→ 987), 583 (→ 988)
442 030 16 37	94 331 960	390 (→ 806), 458 (→ 866) ... 498 (→ 922), 499 (→ 923)
442 030 17 37		
442 030 18 17	94 361 600	454 (→ 862), 455 (→ 863), 461 (→ 869), 462 (→ 870), 472 (→ 885)
442 030 18 37	94 331 960	390 (→ 806), 458 (→ 866) ... 498 (→ 922), 499 (→ 923)
442 030 19 37	90 220 962	464 (→ 872), 465 (→ 873) ... 547 (→ 960), 548 (→ 961)
442 030 20 17	94 681 600	390 (→ 806), 465 (→ 873) ... 507 (→ 935), 508 (→ 936)
442 030 22 37	94 681 960	390 (→ 806), 465 (→ 873) ... 507 (→ 935), 508 (→ 936)
442 030 22 40	78 921 600	474 (→ 887), 475 (→ 889) ... 504 (→ 931), 506 (→ 934)
442 030 23 17	94 681 600	390 (→ 806), 465 (→ 873) ... 507 (→ 935), 508 (→ 936)
442 030 23 37	94 512 960	464 (→ 872), 465 (→ 873) ... 503 (→ 930), 504 (→ 931)
442 030 24 37		
442 030 25 37	94 331 960	390 (→ 806), 458 (→ 866) ... 498 (→ 922), 499 (→ 923)
442 030 25 40	78 921 610	474 (→ 887), 475 (→ 889) ... 504 (→ 931), 506 (→ 934)
442 030 26 37	94 331 960	390 (→ 806), 458 (→ 866) ... 498 (→ 922), 499 (→ 923)
442 030 26 40	78 921 620	474 (→ 887), 475 (→ 889) ... 504 (→ 931), 506 (→ 934)
442 030 28 37	94 361 960	454 (→ 862), 455 (→ 863), 461 (→ 869), 462 (→ 870), 472 (→ 885)
442 030 30 37	94 681 961	390 (→ 806), 465 (→ 873) ... 507 (→ 935), 508 (→ 936)
442 030 31 17	94 681 600	390 (→ 806), 465 (→ 873) ... 507 (→ 935), 508 (→ 936)
442 030 31 37	94 331 960	390 (→ 806), 458 (→ 866) ... 498 (→ 922), 499 (→ 923)
442 030 32 17	94 512 600	464 (→ 872), 465 (→ 873) ... 503 (→ 930), 504 (→ 931)
442 030 33 17		



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MERCEDES-BENZ		
442 030 34 17	94 331 600	390 (→ 806), 458 (→ 866) ... 498 (→ 922), 499 (→ 923)
442 030 35 17		
442 030 36 17		
442 030 37 17		
442 050 01 26	16202	391 (→ 807), 392 (→ 807)
442 050 01 27	16150	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
442 050 02 26	16117	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
442 050 02 27	16150	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
442 050 03 26	16117	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
442 050 03 27	16150	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
442 050 04 27		
442 050 05 26	16146	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
442 050 06 26	16202	391 (→ 807), 392 (→ 807)
442 050 07 26		
442 053 00 32	50 004 893	347 (→ 772), 348 (→ 773) ... 587 (→ 991), 588 (→ 992)
442 053 00 32	92-16127	349 (→ 774), 352 (→ 777) ... 572 (→ 977), 590 (→ 994)
442 053 01 32	92-16149	349 (→ 774), 352 (→ 777) ... 572 (→ 977), 590 (→ 994)
442 053 02 32	92-16128	349 (→ 774), 352 (→ 777) ... 572 (→ 977), 590 (→ 994)
442 053 05 31	92-16122	459 (→ 867), 464 (→ 872) ... 548 (→ 961), 549 (→ 962)
442 053 07 31	92-16123	459 (→ 867), 464 (→ 872) ... 548 (→ 961), 549 (→ 962)
442 130 00 08	90 843 960	54 (→ 514)
442 131 01 02	89 529 110	287 (→ 728)
442 131 01 07	94 919 600	287 (→ 728)
444 011 00 10	89 396 110	573 (→ 978), 574 (→ 979) ... 589 (→ 993), 590 (→ 994)
444 011 01 10	89 389 110	390 (→ 806), 422 (→ 826) ... 571 (→ 976), 572 (→ 977)
444 011 02 10		
444 011 03 10	89 556 110	390 (→ 806), 422 (→ 826) ... 571 (→ 976), 572 (→ 977)
444 030 00 17	90 614 600	574 (→ 979), 575 (→ 980) ... 589 (→ 993), 590 (→ 994)
444 030 00 37	90 614 960	574 (→ 979), 575 (→ 980) ... 589 (→ 993), 590 (→ 994)
444 030 01 24	80 00197 2 0 000	456 (→ 864), 573 (→ 978) ... 589 (→ 993), 590 (→ 994)
444 030 04 17	90 614 600	574 (→ 979), 575 (→ 980) ... 589 (→ 993), 590 (→ 994)
444 030 10 17	90 220 602	464 (→ 872), 465 (→ 873) ... 547 (→ 960), 548 (→ 961)
447 011 01 10	89 390 110	445 (→ 855), 446 (→ 855) ... 559 (→ 967), 560 (→ 968)
447 011 02 10		
447 030 01 17	90 593 600	509 (→ 937), 511 (→ 939) ... 559 (→ 967), 560 (→ 968)
447 030 02 37	90 593 962	509 (→ 937), 511 (→ 939) ... 559 (→ 967), 560 (→ 968)
447 030 03 37	93 990 962	447 (→ 856), 448 (→ 857) ... 520 (→ 945), 523 (→ 947)
447 030 04 20	50 009 131	450 (→ 859), 512 (→ 940), 516 (→ 942), 523 (→ 947), 525 (→ 948)
447 030 04 37	90 593 962	509 (→ 937), 511 (→ 939) ... 559 (→ 967), 560 (→ 968)
447 030 05 17	93 990 600	447 (→ 856), 448 (→ 857) ... 520 (→ 945), 523 (→ 947)
447 030 06 37	40 249 600	391 (→ 807)
447 030 09 37	91 199 960	510 (→ 938)
447 030 10 37	91 237 960	518 (→ 943), 519 (→ 944), 521 (→ 945), 525 (→ 948)
447 030 12 60	87 505 600	375 (→ 795), 376 (→ 796) ... 562 (→ 969), 563 (→ 969)
447 030 13 17	90 593 600	509 (→ 937), 511 (→ 939) ... 559 (→ 967), 560 (→ 968)
447 030 13 60	87 505 605	375 (→ 795), 376 (→ 796) ... 562 (→ 969), 563 (→ 969)
447 030 14 17	93 990 600	447 (→ 856), 448 (→ 857) ... 520 (→ 945), 523 (→ 947)
447 030 14 60	87 505 610	375 (→ 795), 376 (→ 796) ... 562 (→ 969), 563 (→ 969)
447 030 15 37	93 171 960	516 (→ 942), 522 (→ 946), 526 (→ 949)
447 030 15 60	87 505 620	375 (→ 795), 376 (→ 796) ... 562 (→ 969), 563 (→ 969)
447 030 16 60	87 505 630	375 (→ 795), 376 (→ 796) ... 562 (→ 969), 563 (→ 969)
447 030 18 17	40 249 960	391 (→ 807)
447 030 19 17	90 593 600	509 (→ 937), 511 (→ 939) ... 559 (→ 967), 560 (→ 968)
447 030 24 60	78 901 600	451 (→ 860), 452 (→ 861), 453 (→ 861), 524 (→ 948)
447 030 26 60	78 901 610	451 (→ 860), 452 (→ 861), 453 (→ 861), 524 (→ 948)
447 030 27 60	78 901 620	451 (→ 860), 452 (→ 861), 453 (→ 861), 524 (→ 948)
447 030 28 17	91 467 600	556 (→ 965), 557 (→ 965)
447 030 28 60	78 901 630	451 (→ 860), 452 (→ 861), 453 (→ 861), 524 (→ 948)
447 030 29 60	78 901 640	451 (→ 860), 452 (→ 861), 453 (→ 861), 524 (→ 948)
447 030 30 17	91 199 600	510 (→ 938)
447 030 31 17	91 237 600	518 (→ 943), 519 (→ 944), 521 (→ 945), 525 (→ 948)
447 030 31 60	78 901 600	451 (→ 860), 452 (→ 861), 453 (→ 861), 524 (→ 948)
447 030 33 60	78 901 610	451 (→ 860), 452 (→ 861), 453 (→ 861), 524 (→ 948)
447 030 34 60	78 901 620	451 (→ 860), 452 (→ 861), 453 (→ 861), 524 (→ 948)
447 030 35 60	78 901 630	451 (→ 860), 452 (→ 861), 453 (→ 861), 524 (→ 948)
447 030 36 60	78 901 640	451 (→ 860), 452 (→ 861), 453 (→ 861), 524 (→ 948)
447 030 38 17	93 171 600	516 (→ 942), 522 (→ 946), 526 (→ 949)
447 030 44 17	40 250 600	392 (→ 807)



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REF-No.		Pos (→)
MERCEDES-BENZ		
447 050 00 27	16203	391 (→ 807), 392 (→ 807)
447 050 03 27		
447 053 00 31	92-16150	451 (→ 860), 452 (→ 861) ... 558 (→ 966), 561 (→ 968)
447 053 01 30	81-16100	347 (→ 772), 348 (→ 773) ... 589 (→ 993), 590 (→ 994)
447 053 02 30	81-16101	347 (→ 772), 348 (→ 773) ... 589 (→ 993), 590 (→ 994)
447 053 03 30	81-16102	347 (→ 772), 348 (→ 773) ... 589 (→ 993), 590 (→ 994)
447 053 08 32	92-16162	391 (→ 807), 392 (→ 807)
447 130 01 08	90 843 960	54 (→ 514)
457 011 05 10	89 563 110	528 (→ 950), 529 (→ 951) ... 541 (→ 958), 542 (→ 958)
457 011 06 10		
457 030 01 40	79 341 600	528 (→ 950), 529 (→ 951) ... 545 (→ 959), 546 (→ 960)
457 030 02 37	40 250 960	392 (→ 807)
457 030 02 40	79 341 605	528 (→ 950), 529 (→ 951) ... 545 (→ 959), 546 (→ 960)
457 030 02 60	79 294 600	528 (→ 950), 529 (→ 951) ... 534 (→ 954), 535 (→ 955)
457 030 03 37	97 411 971	533 (→ 953), 534 (→ 954)
457 030 03 40	79 341 600	528 (→ 950), 529 (→ 951) ... 545 (→ 959), 546 (→ 960)
457 030 04 24	80 00528 1 0 000	528 (→ 950), 529 (→ 951), 530 (→ 951), 531 (→ 952), 540 (→ 957)
457 030 04 40	79 341 605	528 (→ 950), 529 (→ 951) ... 545 (→ 959), 546 (→ 960)
457 030 04 45	79 342 600	528 (→ 950), 529 (→ 951) ... 545 (→ 959), 546 (→ 960)
457 030 05 17	99 948 600	528 (→ 950), 529 (→ 951), 530 (→ 951), 531 (→ 952), 540 (→ 957)
457 030 05 37	99 948 961	528 (→ 950), 529 (→ 951), 530 (→ 951), 531 (→ 952), 540 (→ 957)
457 030 05 40	79 341 610	528 (→ 950), 529 (→ 951) ... 545 (→ 959), 546 (→ 960)
457 030 05 45	79 342 605	528 (→ 950), 529 (→ 951) ... 545 (→ 959), 546 (→ 960)
457 030 06 45	79 342 610	528 (→ 950), 529 (→ 951) ... 545 (→ 959), 546 (→ 960)
457 030 06 60	87 505 600	375 (→ 795), 376 (→ 796) ... 562 (→ 969), 563 (→ 969)
457 030 07 37	99 948 961	528 (→ 950), 529 (→ 951), 530 (→ 951), 531 (→ 952), 540 (→ 957)
457 030 07 60	87 505 605	375 (→ 795), 376 (→ 796) ... 562 (→ 969), 563 (→ 969)
457 030 08 24	80 00528 1 0 000	528 (→ 950), 529 (→ 951), 530 (→ 951), 531 (→ 952), 540 (→ 957)
457 030 08 60	87 505 610	375 (→ 795), 376 (→ 796) ... 562 (→ 969), 563 (→ 969)
457 030 09 17	99 948 600	528 (→ 950), 529 (→ 951), 530 (→ 951), 531 (→ 952), 540 (→ 957)
457 030 09 24	80 00528 1 0 000	528 (→ 950), 529 (→ 951), 530 (→ 951), 531 (→ 952), 540 (→ 957)
457 030 09 40	79 341 610	528 (→ 950), 529 (→ 951) ... 545 (→ 959), 546 (→ 960)
457 030 09 60	87 505 620	375 (→ 795), 376 (→ 796) ... 562 (→ 969), 563 (→ 969)
457 030 10 24	80 00528 1 0 000	528 (→ 950), 529 (→ 951), 530 (→ 951), 531 (→ 952), 540 (→ 957)
457 030 10 60	87 505 630	375 (→ 795), 376 (→ 796) ... 562 (→ 969), 563 (→ 969)
457 030 11 37	99 948 961	528 (→ 950), 529 (→ 951), 530 (→ 951), 531 (→ 952), 540 (→ 957)
457 030 11 60	77 723 600	528 (→ 950), 529 (→ 951) ... 534 (→ 954), 535 (→ 955)
457 030 12 24	80 00528 1 0 000	528 (→ 950), 529 (→ 951), 530 (→ 951), 531 (→ 952), 540 (→ 957)
457 030 12 37	99 948 961	528 (→ 950), 529 (→ 951), 530 (→ 951), 531 (→ 952), 540 (→ 957)
457 030 13 24	80 00528 1 0 000	528 (→ 950), 529 (→ 951), 530 (→ 951), 531 (→ 952), 540 (→ 957)
457 030 13 37	99 948 961	528 (→ 950), 529 (→ 951), 530 (→ 951), 531 (→ 952), 540 (→ 957)
457 030 13 60	77 723 610	528 (→ 950), 529 (→ 951) ... 534 (→ 954), 535 (→ 955)
457 030 14 37	99 948 961	528 (→ 950), 529 (→ 951), 530 (→ 951), 531 (→ 952), 540 (→ 957)
457 030 14 45	79 342 600	528 (→ 950), 529 (→ 951) ... 545 (→ 959), 546 (→ 960)
457 030 14 60	77 723 620	528 (→ 950), 529 (→ 951) ... 534 (→ 954), 535 (→ 955)
457 030 15 45	79 342 605	528 (→ 950), 529 (→ 951) ... 545 (→ 959), 546 (→ 960)
457 030 16 45	79 342 610	528 (→ 950), 529 (→ 951) ... 545 (→ 959), 546 (→ 960)
457 030 21 37	40 013 960	536 (→ 955), 537 (→ 956), 538 (→ 956), 539 (→ 956)
457 030 21 60	79 294 610	528 (→ 950), 529 (→ 951) ... 534 (→ 954), 535 (→ 955)
457 030 22 60	79 294 620	528 (→ 950), 529 (→ 951) ... 534 (→ 954), 535 (→ 955)
457 030 24 17	99 948 600	528 (→ 950), 529 (→ 951), 530 (→ 951), 531 (→ 952), 540 (→ 957)
457 030 31 17		
457 030 32 17	40 013 600	536 (→ 955), 537 (→ 956), 538 (→ 956), 539 (→ 956)
457 037 02 01	99 948 600	528 (→ 950), 529 (→ 951), 530 (→ 951), 531 (→ 952), 540 (→ 957)
457 037 03 01		
457 037 05 01		
457 037 10 01		
457 050 00 51	77 740 690	528 (→ 950), 529 (→ 951) ... 534 (→ 954), 535 (→ 955)
457 050 03 27	16205	528 (→ 950), 529 (→ 951) ... 603 (→ 1002), 604 (→ 1003)
457 050 05 27		
457 053 00 01	160054	528 (→ 950), 529 (→ 951) ... 603 (→ 1002), 604 (→ 1003)
457 053 13 30	81-16104	528 (→ 950), 529 (→ 951) ... 604 (→ 1003), 605 (→ 1003)
457 053 16 31	50 004 894	529 (→ 951), 530 (→ 951) ... 596 (→ 999), 602 (→ 1001)
457 053 16 31	92-16156	529 (→ 951), 530 (→ 951) ... 539 (→ 956), 540 (→ 957)
460 030 02 40	87 503 605	375 (→ 795), 376 (→ 796) ... 562 (→ 969), 563 (→ 969)
460 030 05 17	40 264 600	541 (→ 958), 542 (→ 958)
460 030 07 60	79 232 600	541 (→ 958), 542 (→ 958) ... 602 (→ 1001), 603 (→ 1002)
476 030 01 45	78 587 605	375 (→ 795), 376 (→ 796) ... 562 (→ 969), 563 (→ 969)



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REF-No.		Pos (→)
MERCEDES-BENZ		
476 030 08 17	91 467 960	556 (→ 965), 557 (→ 965)
476 030 08 37	40 249 960	391 (→ 807)
476 030 09 17	91 467 600	556 (→ 965), 557 (→ 965)
476 030 10 17		
476 030 13 17	93 990 600	447 (→ 856), 448 (→ 857) ... 520 (→ 945), 523 (→ 947)
476 030 17 17	40 249 960	391 (→ 807)
541 011 07 10	89 594 110	591 (→ 995), 592 (→ 995) ... 602 (→ 1001), 603 (→ 1002)
541 016 05 91	50 009 042	529 (→ 951), 531 (→ 952) ... 596 (→ 999), 602 (→ 1001)
541 016 06 91		
541 016 07 91	261101	528 (→ 950), 529 (→ 951) ... 603 (→ 1002), 604 (→ 1003)
541 016 07 91	50 009 042	529 (→ 951), 531 (→ 952) ... 596 (→ 999), 602 (→ 1001)
541 030 00 24	80 00328 1 2 000	591 (→ 995), 592 (→ 995) ... 602 (→ 1001), 603 (→ 1002)
541 030 01 40	77 683 600	594 (→ 997), 595 (→ 998), 596 (→ 999), 598 (→ 1000), 600 (→ 1000)
541 030 01 60	79 229 600	594 (→ 997), 595 (→ 998), 596 (→ 999), 598 (→ 1000), 600 (→ 1000)
541 030 03 40	77 683 610	594 (→ 997), 595 (→ 998), 596 (→ 999), 598 (→ 1000), 600 (→ 1000)
541 030 03 60	79 229 610	594 (→ 997), 595 (→ 998), 596 (→ 999), 598 (→ 1000), 600 (→ 1000)
541 030 04 40	79 231 620	594 (→ 997), 595 (→ 998) ... 602 (→ 1001), 603 (→ 1002)
541 030 04 60	79 229 620	594 (→ 997), 595 (→ 998), 596 (→ 999), 598 (→ 1000), 600 (→ 1000)
541 030 07 40	77 683 600	594 (→ 997), 595 (→ 998), 596 (→ 999), 598 (→ 1000), 600 (→ 1000)
541 030 08 60	79 229 600	594 (→ 997), 595 (→ 998), 596 (→ 999), 598 (→ 1000), 600 (→ 1000)
541 030 09 40	77 683 610	594 (→ 997), 595 (→ 998), 596 (→ 999), 598 (→ 1000), 600 (→ 1000)
541 030 10 40	79 231 620	594 (→ 997), 595 (→ 998) ... 602 (→ 1001), 603 (→ 1002)
541 030 10 60	79 229 610	594 (→ 997), 595 (→ 998), 596 (→ 999), 598 (→ 1000), 600 (→ 1000)
541 030 11 60	79 229 620	594 (→ 997), 595 (→ 998), 596 (→ 999), 598 (→ 1000), 600 (→ 1000)
541 030 12 17	40 448 600	591 (→ 995), 592 (→ 995) ... 602 (→ 1001), 603 (→ 1002)
541 030 13 40	79 231 620	594 (→ 997), 595 (→ 998) ... 602 (→ 1001), 603 (→ 1002)
541 030 14 60	79 229 600	594 (→ 997), 595 (→ 998), 596 (→ 999), 598 (→ 1000), 600 (→ 1000)
541 030 16 60		
541 030 17 40	79 231 600	594 (→ 997), 595 (→ 998) ... 602 (→ 1001), 603 (→ 1002)
541 030 18 60	79 229 610	594 (→ 997), 595 (→ 998), 596 (→ 999), 598 (→ 1000), 600 (→ 1000)
541 030 19 40	79 231 610	594 (→ 997), 595 (→ 998) ... 602 (→ 1001), 603 (→ 1002)
541 030 19 60	79 229 620	594 (→ 997), 595 (→ 998), 596 (→ 999), 598 (→ 1000), 600 (→ 1000)
541 030 20 40	79 231 620	594 (→ 997), 595 (→ 998) ... 602 (→ 1001), 603 (→ 1002)
541 030 22 60	79 229 600	594 (→ 997), 595 (→ 998), 596 (→ 999), 598 (→ 1000), 600 (→ 1000)
541 030 24 37	40 448 961	591 (→ 995), 592 (→ 995) ... 602 (→ 1001), 603 (→ 1002)
541 030 24 37	40 448 962	591 (→ 995), 592 (→ 995) ... 602 (→ 1001), 603 (→ 1002)
541 030 24 40	79 231 600	594 (→ 997), 595 (→ 998) ... 602 (→ 1001), 603 (→ 1002)
541 030 24 60	79 229 610	594 (→ 997), 595 (→ 998), 596 (→ 999), 598 (→ 1000), 600 (→ 1000)
541 030 25 60	79 229 620	594 (→ 997), 595 (→ 998), 596 (→ 999), 598 (→ 1000), 600 (→ 1000)
541 030 26 40	79 231 610	594 (→ 997), 595 (→ 998) ... 602 (→ 1001), 603 (→ 1002)
541 030 27 40	79 231 620	594 (→ 997), 595 (→ 998) ... 602 (→ 1001), 603 (→ 1002)
541 030 30 37	40 448 961	591 (→ 995), 592 (→ 995) ... 602 (→ 1001), 603 (→ 1002)
541 030 31 40	79 231 600	594 (→ 997), 595 (→ 998) ... 602 (→ 1001), 603 (→ 1002)
541 030 32 37	40 448 961	591 (→ 995), 592 (→ 995) ... 602 (→ 1001), 603 (→ 1002)
541 030 33 40	79 231 610	594 (→ 997), 595 (→ 998) ... 602 (→ 1001), 603 (→ 1002)
541 030 34 40	79 231 620	594 (→ 997), 595 (→ 998) ... 602 (→ 1001), 603 (→ 1002)
541 030 38 40	79 231 600	594 (→ 997), 595 (→ 998) ... 602 (→ 1001), 603 (→ 1002)
541 030 40 40	79 231 610	594 (→ 997), 595 (→ 998) ... 602 (→ 1001), 603 (→ 1002)
541 030 41 40	79 231 620	594 (→ 997), 595 (→ 998) ... 602 (→ 1001), 603 (→ 1002)
541 030 47 40	77 549 620	602 (→ 1001), 603 (→ 1002)
541 038 04 50	72 858 690	594 (→ 997), 595 (→ 998) ... 602 (→ 1001), 603 (→ 1002)
541 050 02 26	160054	528 (→ 950), 529 (→ 951) ... 603 (→ 1002), 604 (→ 1003)
541 050 02 27	160055	528 (→ 950), 529 (→ 951) ... 603 (→ 1002), 604 (→ 1003)
541 053 00 26	LK-2615	528 (→ 950), 529 (→ 951) ... 603 (→ 1002), 604 (→ 1003)
541 053 01 01	16204	528 (→ 950), 529 (→ 951) ... 603 (→ 1002), 604 (→ 1003)
541 053 01 26	LK-2615	528 (→ 950), 529 (→ 951) ... 603 (→ 1002), 604 (→ 1003)
541 053 02 26		
541 053 05 32	50 004 895	531 (→ 952), 533 (→ 953) ... 596 (→ 999), 602 (→ 1001)
541 053 05 32	92-16158	527 (→ 950), 528 (→ 950) ... 603 (→ 1002), 604 (→ 1003)
541 053 12 30	81-16103	528 (→ 950), 529 (→ 951) ... 604 (→ 1003), 605 (→ 1003)
541 053 13 30	81-16104	528 (→ 950), 529 (→ 951) ... 604 (→ 1003), 605 (→ 1003)
541 053 17 31	92-16157	527 (→ 950), 528 (→ 950) ... 603 (→ 1002), 604 (→ 1003)
541 053 27 30	81-16103	528 (→ 950), 529 (→ 951) ... 604 (→ 1003), 605 (→ 1003)
541 053 28 30	81-16104	528 (→ 950), 529 (→ 951) ... 604 (→ 1003), 605 (→ 1003)
541 130 00 08	94 919 960	287 (→ 728)
541 130 01 08	94 919 962	287 (→ 728)
541 130 02 08	94 919 964	287 (→ 728)



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EngineComponents



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REF-No.		Pos (→
MERCEDES-BENZ		
541 131 01 02	89 452 110	287 (→ 728)
541 131 05 02		
541 131 06 02	89 537 110	287 (→ 728)
541 180 00 01	50 005 831	591 (→ 995), 594 (→ 997), 596 (→ 999)
541 180 01 01		
541 180 02 01		
541 180 03 01		
541 200 01 01	50 005 628	591 (→ 995), 594 (→ 997), 595 (→ 998)
541 200 11 01		
541 200 12 01		
542 030 01 60	79 232 600	541 (→ 958), 542 (→ 958) ... 602 (→ 1001), 603 (→ 1002)
542 030 02 40	79 231 600	594 (→ 997), 595 (→ 998) ... 602 (→ 1001), 603 (→ 1002)
542 030 03 60	79 232 610	541 (→ 958), 542 (→ 958) ... 602 (→ 1001), 603 (→ 1002)
542 030 04 40	79 231 610	594 (→ 997), 595 (→ 998) ... 602 (→ 1001), 603 (→ 1002)
542 030 04 60	79 232 620	541 (→ 958), 542 (→ 958) ... 602 (→ 1001), 603 (→ 1002)
542 030 08 60	79 232 600	541 (→ 958), 542 (→ 958) ... 602 (→ 1001), 603 (→ 1002)
542 030 10 60	79 232 610	541 (→ 958), 542 (→ 958) ... 602 (→ 1001), 603 (→ 1002)
542 030 11 60	79 232 620	541 (→ 958), 542 (→ 958) ... 602 (→ 1001), 603 (→ 1002)
542 030 14 60	79 232 600	541 (→ 958), 542 (→ 958) ... 602 (→ 1001), 603 (→ 1002)
542 030 17 60		
542 030 25 60		
542 180 00 01	50 005 838	593 (→ 996), 602 (→ 1001)
542 180 01 01		
542 180 02 01		
542 180 07 01		
542 200 05 01	50 005 619	591 (→ 995), 593 (→ 996) ... 596 (→ 999), 602 (→ 1001)
542 200 15 01		
542 200 19 01		
601 010 19 20	50 003 035	7 (→ 486), 8 (→ 487), 9 (→ 488), 44 (→ 507), 45 (→ 508)
601 010 32 20		
601 010 55 20		
601 010 56 20	50 003 038	46 (→ 509)
601 011 00 10	89 193 190	7 (→ 486), 8 (→ 487) ... 19 (→ 495), 20 (→ 495)
601 011 02 10	89 429 190	44 (→ 507), 45 (→ 508) ... 52 (→ 512), 53 (→ 513)
601 011 03 10	89 456 190	44 (→ 507), 45 (→ 508) ... 52 (→ 512), 53 (→ 513)
601 030 00 40	87 435 600	7 (→ 486), 8 (→ 487) ... 46 (→ 509), 52 (→ 512)
601 030 00 60	87 436 600	7 (→ 486), 8 (→ 487), 9 (→ 488)
601 030 00 62	78 662 600	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 030 01 40	87 435 610	7 (→ 486), 8 (→ 487) ... 46 (→ 509), 52 (→ 512)
601 030 01 60	87 436 610	7 (→ 486), 8 (→ 487), 9 (→ 488)
601 030 01 62	78 662 610	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 030 02 40	87 435 620	7 (→ 486), 8 (→ 487) ... 46 (→ 509), 52 (→ 512)
601 030 02 60	87 436 620	7 (→ 486), 8 (→ 487), 9 (→ 488)
601 030 02 62	78 662 620	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 030 03 40	87 435 630	7 (→ 486), 8 (→ 487) ... 46 (→ 509), 52 (→ 512)
601 030 03 60	87 436 630	7 (→ 486), 8 (→ 487), 9 (→ 488)
601 030 05 60	87 436 600	7 (→ 486), 8 (→ 487), 9 (→ 488)
601 030 06 60	87 436 610	7 (→ 486), 8 (→ 487), 9 (→ 488)
601 030 07 17	94 330 600	10 (→ 489), 11 (→ 490), 16 (→ 493), 17 (→ 493)
601 030 07 60	87 436 620	7 (→ 486), 8 (→ 487), 9 (→ 488)
601 030 08 17	94 330 600	10 (→ 489), 11 (→ 490), 16 (→ 493), 17 (→ 493)
601 030 08 60	87 436 630	7 (→ 486), 8 (→ 487), 9 (→ 488)
601 030 10 60	87 436 600	7 (→ 486), 8 (→ 487), 9 (→ 488)
601 030 11 17	94 330 600	10 (→ 489), 11 (→ 490), 16 (→ 493), 17 (→ 493)
601 030 11 60	87 436 610	7 (→ 486), 8 (→ 487), 9 (→ 488)
601 030 12 60	87 436 620	7 (→ 486), 8 (→ 487), 9 (→ 488)
601 030 13 17	91 372 600	44 (→ 507), 45 (→ 508) ... 52 (→ 512), 53 (→ 513)
601 030 13 60	87 436 630	7 (→ 486), 8 (→ 487), 9 (→ 488)
601 030 15 17	94 330 600	10 (→ 489), 11 (→ 490), 16 (→ 493), 17 (→ 493)
601 030 15 60	87 231 600	7 (→ 486), 8 (→ 487) ... 45 (→ 508), 52 (→ 512)
601 030 16 17	94 330 600	10 (→ 489), 11 (→ 490), 16 (→ 493), 17 (→ 493)
601 030 16 60	87 231 610	7 (→ 486), 8 (→ 487) ... 45 (→ 508), 52 (→ 512)
601 030 17 17	94 330 600	10 (→ 489), 11 (→ 490), 16 (→ 493), 17 (→ 493)
601 030 17 60	87 231 620	7 (→ 486), 8 (→ 487) ... 45 (→ 508), 52 (→ 512)
601 030 18 17	91 372 600	44 (→ 507), 45 (→ 508) ... 52 (→ 512), 53 (→ 513)
601 030 18 60	87 231 630	7 (→ 486), 8 (→ 487) ... 45 (→ 508), 52 (→ 512)
601 030 19 17	91 372 610	44 (→ 507), 45 (→ 508) ... 52 (→ 512), 53 (→ 513)
601 030 21 17	94 330 600	10 (→ 489), 11 (→ 490), 16 (→ 493), 17 (→ 493)
601 030 22 17		



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REF-No.		Pos (→)
MERCEDES-BENZ		
601 030 23 17	94 330 620	10 (→ 489), 11 (→ 490), 16 (→ 493), 17 (→ 493)
601 030 25 17	94 675 600	44 (→ 507), 45 (→ 508) ... 52 (→ 512), 53 (→ 513)
601 038 17 60	87 231 620	7 (→ 486), 8 (→ 487) ... 45 (→ 508), 52 (→ 512)
601 050 00 80	50 006 456	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 050 02 27	26032	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 050 03 25	50 006 456	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 050 03 80		
601 050 04 25		
601 050 05 25		
601 050 05 27	26032	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 050 06 24	81-1682	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 050 07 24	81-1683	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 050 07 25	50 006 456	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 050 08 01	50006282	7 (→ 486), 8 (→ 487) ... 46 (→ 509), 52 (→ 512)
601 050 08 24	81-1684	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 050 08 25	50006456	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 050 09 24	81-1685	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 050 10 24	81-1686	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 050 11 24	81-1687	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 050 12 27	26032	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 050 19 27	26145	12 (→ 490), 13 (→ 491) ... 50 (→ 511), 51 (→ 512)
601 050 21 27	26032	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 050 23 27	26145	12 (→ 490), 13 (→ 491) ... 50 (→ 511), 51 (→ 512)
601 050 25 27	26032	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 050 28 27	26145	12 (→ 490), 13 (→ 491) ... 50 (→ 511), 51 (→ 512)
601 050 30 27	26032	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 053 02 31	92-16121	7 (→ 486), 8 (→ 487) ... 48 (→ 510), 51 (→ 512)
601 053 03 31	92-16120	7 (→ 486), 8 (→ 487) ... 48 (→ 510), 51 (→ 512)
601 053 03 32	92-16124	7 (→ 486), 8 (→ 487) ... 48 (→ 510), 51 (→ 512)
601 053 04 01	26024	7 (→ 486), 8 (→ 487) ... 52 (→ 512), 53 (→ 513)
601 053 12 01		
601 053 15 01		
601 053 17 01		
601 200 02 20	50 005 031	7 (→ 486), 8 (→ 487)
601 200 07 20		
601 200 09 20		
601 200 11 20	50 005 036	9 (→ 488)
602 010 18 20	50 003 036	10 (→ 489), 11 (→ 490), 47 (→ 509), 48 (→ 510)
602 010 38 20		
602 010 80 20		
602 010 81 20	50 003 037	12 (→ 490), 13 (→ 491), 15 (→ 492)
602 030 00 17	90 016 600	12 (→ 490), 13 (→ 491) ... 19 (→ 495), 20 (→ 495)
602 030 05 60	87 419 600	10 (→ 489), 11 (→ 490)
602 030 06 60	87 419 610	10 (→ 489), 11 (→ 490)
602 030 07 60	87 419 620	10 (→ 489), 11 (→ 490)
602 030 08 60	87 419 630	10 (→ 489), 11 (→ 490)
602 030 10 60	87 419 600	10 (→ 489), 11 (→ 490)
602 030 11 60	87 419 610	10 (→ 489), 11 (→ 490)
602 030 12 60	87 419 620	10 (→ 489), 11 (→ 490)
602 030 13 60	87 419 630	10 (→ 489), 11 (→ 490)
602 030 15 60	77 219 600	12 (→ 490), 13 (→ 491) ... 49 (→ 511), 50 (→ 511)
602 030 16 60	77 219 610	12 (→ 490), 13 (→ 491) ... 49 (→ 511), 50 (→ 511)
602 030 17 60	77 219 620	12 (→ 490), 13 (→ 491) ... 49 (→ 511), 50 (→ 511)
602 030 25 60	87 232 600	47 (→ 509), 48 (→ 510), 53 (→ 513)
602 030 26 60	87 232 610	47 (→ 509), 48 (→ 510), 53 (→ 513)
602 030 27 60	87 232 620	47 (→ 509), 48 (→ 510), 53 (→ 513)
602 030 28 60	87 232 630	47 (→ 509), 48 (→ 510), 53 (→ 513)
602 050 08 01	50 006 284	10 (→ 489), 11 (→ 490) ... 48 (→ 510), 53 (→ 513)
602 050 13 01	50 006 337	49 (→ 511), 50 (→ 511)
602 200 00 20	50 005 439	8 (→ 487), 10 (→ 489) ... 52 (→ 512), 53 (→ 513)
602 200 01 20		
602 200 02 20		
603 030 05 60	87 417 600	16 (→ 493), 17 (→ 493)
603 030 06 60	87 417 610	16 (→ 493), 17 (→ 493)
603 030 07 60	87 417 620	16 (→ 493), 17 (→ 493)
603 030 08 60	87 417 630	16 (→ 493), 17 (→ 493)
603 030 09 17	90 016 600	12 (→ 490), 13 (→ 491) ... 19 (→ 495), 20 (→ 495)
603 030 10 17		



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CROSS REFERENCE

REF-No.	 PIERBURG	Pos (→ )
MERCEDES-BENZ		
603 030 10 60	77 220 600	18 (→ 494), 19 (→ 495), 20 (→ 495), 51 (→ 512)
603 030 11 60	77 220 610	18 (→ 494), 19 (→ 495), 20 (→ 495), 51 (→ 512)
603 030 12 60	77 220 620	18 (→ 494), 19 (→ 495), 20 (→ 495), 51 (→ 512)
603 030 13 17	90 016 600	12 (→ 490), 13 (→ 491) ... 19 (→ 495), 20 (→ 495)
603 030 15 60	87 417 600	16 (→ 493), 17 (→ 493)
603 030 16 60	87 417 610	16 (→ 493), 17 (→ 493)
603 030 17 60	87 417 620	16 (→ 493), 17 (→ 493)
603 030 18 60	87 417 630	16 (→ 493), 17 (→ 493)
603 030 20 60	77 220 600	18 (→ 494), 19 (→ 495), 20 (→ 495), 51 (→ 512)
603 030 21 60	77 220 610	18 (→ 494), 19 (→ 495), 20 (→ 495), 51 (→ 512)
603 030 22 60	77 220 620	18 (→ 494), 19 (→ 495), 20 (→ 495), 51 (→ 512)
603 050 07 01	50 006 287	16 (→ 493), 17 (→ 493), 19 (→ 495), 20 (→ 495), 51 (→ 512)
605 200 01 20	50 005 490	15 (→ 492), 19 (→ 495), 51 (→ 512)
605 200 03 20		
605 200 05 20		
605 200 08 20		
611 010 09 20	50 003 121	33 (→ 502), 34 (→ 503)
611 010 23 20	50 003 119	36 (→ 504), 37 (→ 504), 38 (→ 505)
611 010 44 20		
611 010 66 20		
611 010 67 20		
611 030 00 24	80 00480 1 0 000	34 (→ 503), 35 (→ 503) ... 42 (→ 506), 43 (→ 507)
611 030 00 60	77 521 600	33 (→ 502), 34 (→ 503) ... 38 (→ 505), 43 (→ 507)
611 030 01 60	77 521 610	33 (→ 502), 34 (→ 503) ... 38 (→ 505), 43 (→ 507)
611 030 02 60	77 521 620	33 (→ 502), 34 (→ 503) ... 38 (→ 505), 43 (→ 507)
611 030 03 24	80 00480 1 0 000	34 (→ 503), 35 (→ 503) ... 42 (→ 506), 43 (→ 507)
611 030 07 17	97 409 600	34 (→ 503), 35 (→ 503) ... 39 (→ 505), 42 (→ 506)
611 030 10 17	97 482 600	43 (→ 507)
611 038 00 50	77 524 690	33 (→ 502), 34 (→ 503) ... 38 (→ 505), 43 (→ 507)
611 038 00 50	77 525 690	39 (→ 505), 40 (→ 506), 41 (→ 506), 42 (→ 506)
611 038 01 50	77 524 690	33 (→ 502), 34 (→ 503) ... 38 (→ 505), 43 (→ 507)
611 038 01 50	77 525 690	39 (→ 505), 40 (→ 506), 41 (→ 506), 42 (→ 506)
611 050 00 01	50 006 375	33 (→ 502), 34 (→ 503) ... 37 (→ 504), 38 (→ 505)
611 050 00 25	50 006 424	33 (→ 502), 34 (→ 503) ... 42 (→ 506), 43 (→ 507)
611 050 01 01	50 006 374	33 (→ 502), 34 (→ 503) ... 37 (→ 504), 38 (→ 505)
611 050 01 27	261103	33 (→ 502), 34 (→ 503) ... 41 (→ 506), 42 (→ 506)
611 050 02 25	50 006 424	33 (→ 502), 34 (→ 503) ... 42 (→ 506), 43 (→ 507)
611 050 08 01	50 006 375	33 (→ 502), 34 (→ 503) ... 37 (→ 504), 38 (→ 505)
611 053 01 01	261102	33 (→ 502), 34 (→ 503) ... 41 (→ 506), 42 (→ 506)
611 053 01 05	261103	33 (→ 502), 34 (→ 503) ... 41 (→ 506), 42 (→ 506)
611 053 03 29	81-26182	33 (→ 502), 34 (→ 503) ... 42 (→ 506), 43 (→ 507)
611 053 04 01	261102	33 (→ 502), 34 (→ 503) ... 41 (→ 506), 42 (→ 506)
611 053 15 29	81-2602	21 (→ 496), 22 (→ 497) ... 70 (→ 523), 71 (→ 523)
611 200 02 01	50 005 455	33 (→ 502), 34 (→ 503), 35 (→ 503), 39 (→ 505), 41 (→ 506)
611 200 04 01	50 005 776	36 (→ 504)
611 200 05 01	50 005 782	37 (→ 504), 42 (→ 506)
611 200 10 01	50 005 776	36 (→ 504)
611 200 11 01	50 005 782	37 (→ 504), 42 (→ 506)
611 200 12 01	50 005 455	33 (→ 502), 34 (→ 503), 35 (→ 503), 39 (→ 505), 41 (→ 506)
612 010 14 20	50 003 125	42 (→ 506)
612 010 20 20		
612 010 23 20	50 003 123	39 (→ 505), 40 (→ 506), 41 (→ 506)
612 010 32 20	50 003 125	42 (→ 506)
612 010 35 20		
612 030 00 60	77 522 600	39 (→ 505), 40 (→ 506), 41 (→ 506), 42 (→ 506)
612 030 01 60	77 522 610	39 (→ 505), 40 (→ 506), 41 (→ 506), 42 (→ 506)
613 030 01 17	97 409 600	34 (→ 503), 35 (→ 503) ... 39 (→ 505), 42 (→ 506)
613 030 02 17		
615 011 05 10	88 588 190	21 (→ 496), 22 (→ 497) ... 31 (→ 502), 32 (→ 502)
615 011 09 10		
615 011 10 10		
615 011 11 10		
615 011 12 10		
615 011 15 10		
615 030 00 17	92 792 600	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
615 030 00 40	87 489 600	27 (→ 500), 28 (→ 500) ... 67 (→ 521), 71 (→ 523)
615 030 00 60	87 696 600	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
615 030 01 40	87 489 610	27 (→ 500), 28 (→ 500) ... 67 (→ 521), 71 (→ 523)



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REF-No.		Pos (→)
MERCEDES-BENZ		
615 030 01 60	87 696 610	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
615 030 02 17	92 792 610	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
615 030 02 18	92 792 600	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
615 030 02 40	87 489 620	27 (→ 500), 28 (→ 500) ... 67 (→ 521), 71 (→ 523)
615 030 02 60	87 696 620	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
615 030 03 40	87 489 630	27 (→ 500), 28 (→ 500) ... 67 (→ 521), 71 (→ 523)
615 030 03 60	87 696 630	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
615 030 04 18	92 792 610	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
615 030 04 40	87 489 640	27 (→ 500), 28 (→ 500) ... 67 (→ 521), 71 (→ 523)
615 030 04 60	87 696 640	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
615 030 08 17	92 802 630	22 (→ 497)
615 030 10 17	92 792 600	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
615 030 12 17	92 792 610	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
615 030 13 17	92 792 600	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
615 030 14 17		
615 030 15 17		
615 030 16 18		
615 030 17 17	92 792 610	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
615 030 20 18	93 343 600	31 (→ 502)
615 030 21 18	92 792 600	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
615 030 23 17	92 802 630	22 (→ 497)
615 030 24 18	92 792 600	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
615 030 25 18	92 792 610	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
615 030 28 18	93 343 600	31 (→ 502)
615 030 29 18		
615 030 30 17	92 792 600	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
615 030 32 17	92 792 610	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
615 030 35 18	93 309 600	28 (→ 500), 29 (→ 501), 30 (→ 501)
615 030 38 17	92 802 630	22 (→ 497)
615 030 38 18	93 343 600	31 (→ 502)
615 030 48 18	93 309 600	28 (→ 500), 29 (→ 501), 30 (→ 501)
615 030 49 18	93 309 620	28 (→ 500), 29 (→ 501), 30 (→ 501)
615 030 51 18	93 343 620	31 (→ 502)
615 030 52 18	93 309 600	28 (→ 500), 29 (→ 501), 30 (→ 501)
615 030 54 17	92 792 600	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
615 030 58 17		
615 030 58 18	93 309 600	28 (→ 500), 29 (→ 501), 30 (→ 501)
615 030 59 17	92 792 600	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
615 030 59 18	93 309 600	28 (→ 500), 29 (→ 501), 30 (→ 501)
615 030 60 18	93 309 620	28 (→ 500), 29 (→ 501), 30 (→ 501)
615 030 61 18		
615 030 62 17	93 343 600	31 (→ 502)
615 030 62 18	93 309 600	28 (→ 500), 29 (→ 501), 30 (→ 501)
615 030 63 18		
615 030 64 18		
615 030 65 18	93 309 620	28 (→ 500), 29 (→ 501), 30 (→ 501)
615 030 66 18		
615 030 72 17	92 792 600	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
615 030 74 17		
615 030 76 17		
615 030 78 18	93 343 600	31 (→ 502)
615 030 88 17	92 792 600	21 (→ 496), 23 (→ 497), 24 (→ 498), 25 (→ 498), 26 (→ 499)
615 030 89 17		
615 030 98 17		
615 053 04 05	261118	21 (→ 496), 22 (→ 497) ... 32 (→ 502), 71 (→ 523)
615 053 05 01	2641	21 (→ 496), 22 (→ 497) ... 32 (→ 502), 71 (→ 523)
615 586 00 03	87 741 600	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
615 586 01 03	87 741 610	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
615 586 02 03	87 741 620	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
615 586 03 03	87 741 630	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
615 586 04 03	87 741 640	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
615 586 05 03	87 744 600	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
615 586 06 03	87 744 610	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
615 586 09 03	87 744 640	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
615 586 10 03	87 741 600	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
615 586 11 03	87 741 610	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
615 586 12 03	87 741 620	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
615 586 13 03	87 741 630	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)



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REF-No.		Pos (→)
MERCEDES-BENZ		
615 586 14 03	87 741 640	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
615 586 15 03	87 741 620	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
615 586 16 03		
615 586 17 03	87 744 600	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
615 586 18 03	87 744 610	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
615 586 21 03	87 744 640	6 (→ 486), 21 (→ 496) ... 72 (→ 524), 73 (→ 524)
615 586 22 03	87 696 600	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
615 586 23 03	87 696 610	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
615 586 24 03	87 696 620	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
615 586 25 03	87 696 630	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
615 586 26 03	87 696 640	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
615 586 34 03	87 489 600	27 (→ 500), 28 (→ 500) ... 67 (→ 521), 71 (→ 523)
615 586 35 03	87 489 610	27 (→ 500), 28 (→ 500) ... 67 (→ 521), 71 (→ 523)
615 586 36 03	87 489 620	27 (→ 500), 28 (→ 500) ... 67 (→ 521), 71 (→ 523)
615 586 37 03	87 489 630	27 (→ 500), 28 (→ 500) ... 67 (→ 521), 71 (→ 523)
615 586 38 03	87 489 640	27 (→ 500), 28 (→ 500) ... 67 (→ 521), 71 (→ 523)
616 011 03 10	88 681 190	57 (→ 515), 58 (→ 515) ... 69 (→ 522), 70 (→ 523)
616 011 05 10		
616 011 06 10		
616 011 07 10		
616 011 08 10		
616 011 09 10		
616 011 10 10		
616 011 11 10		
616 011 12 10		
616 030 00 24	80 00184 1 1 000	57 (→ 515), 58 (→ 515) ... 69 (→ 522), 70 (→ 523)
616 030 01 40	87 693 600	68 (→ 521), 69 (→ 522), 70 (→ 523)
616 030 02 40	87 693 610	68 (→ 521), 69 (→ 522), 70 (→ 523)
616 030 05 40	87 695 600	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
616 030 06 40	87 695 610	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
616 030 07 40	87 695 620	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
616 030 08 40	87 695 630	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
616 030 09 40	87 695 640	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
616 030 11 17	92 800 600	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)
616 030 12 17		
616 030 13 17		
616 030 14 17		
616 030 16 17		
616 030 17 17		
616 030 20 17		
616 030 29 17		
616 030 35 17	92 800 630	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)
616 030 38 17	92 800 600	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)
616 030 39 17	93 444 600	57 (→ 515), 59 (→ 515) ... 69 (→ 522), 70 (→ 523)
616 030 40 17		
616 030 41 17		
616 030 44 17	92 800 630	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)
616 030 46 17	92 800 620	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)
616 030 47 17		
616 030 49 17	92 800 600	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)
616 030 52 17	93 444 600	57 (→ 515), 59 (→ 515) ... 69 (→ 522), 70 (→ 523)
616 030 53 17		
616 030 55 17		
616 030 57 17		
616 030 58 17		
616 030 59 17	92 800 630	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)
616 030 60 17	93 444 600	57 (→ 515), 59 (→ 515) ... 69 (→ 522), 70 (→ 523)
616 030 62 17	92 800 630	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)
616 030 63 17		
616 030 64 17	93 444 600	57 (→ 515), 59 (→ 515) ... 69 (→ 522), 70 (→ 523)
616 030 65 17		
616 030 66 17		
616 030 67 17	92 800 630	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)
616 030 69 17	93 444 600	57 (→ 515), 59 (→ 515) ... 69 (→ 522), 70 (→ 523)
616 030 70 17	92 800 600	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)
616 030 74 17	93 444 630	57 (→ 515), 59 (→ 515) ... 69 (→ 522), 70 (→ 523)
616 030 75 17	92 800 640	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)
616 030 95 17	92 800 600	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)



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EngineComponents



CROSS REFERENCE

REF-No.		Pos (→)
MERCEDES-BENZ		
616 050 00 27	2631	59 (→ 515), 60 (→ 516) ... 69 (→ 522), 70 (→ 523)
616 050 01 27		
616 050 05 27		
616 053 03 01	2605	59 (→ 515), 60 (→ 516) ... 69 (→ 522), 70 (→ 523)
616 053 03 29	81-2602	21 (→ 496), 22 (→ 497) ... 70 (→ 523), 71 (→ 523)
616 053 03 30	81-2604	21 (→ 496), 22 (→ 497) ... 70 (→ 523), 71 (→ 523)
616 053 04 01	2605	59 (→ 515), 60 (→ 516) ... 69 (→ 522), 70 (→ 523)
616 053 04 29	81-2603	21 (→ 496), 22 (→ 497) ... 70 (→ 523), 71 (→ 523)
616 053 04 30	81-2605	21 (→ 496), 22 (→ 497) ... 70 (→ 523), 71 (→ 523)
616 200 04 20	50 005 428	67 (→ 521)
616 200 07 20		
616 586 00 03	87 695 600	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
616 586 01 03	87 695 610	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
616 586 02 03	87 695 620	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
616 586 03 03	87 695 630	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
616 586 04 03	87 695 640	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
616 586 05 03	87 695 610	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
616 586 06 03	87 695 620	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
616 586 07 03	87 695 630	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
616 586 08 03	87 695 640	21 (→ 496), 22 (→ 497) ... 67 (→ 521), 71 (→ 523)
617 030 00 40	87 693 600	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 030 00 60	87 694 600	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 030 00 62	78 616 600	27 (→ 500), 28 (→ 500) ... 70 (→ 523), 71 (→ 523)
617 030 01 40	87 693 610	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 030 01 60	87 694 610	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 030 01 62	78 616 610	27 (→ 500), 28 (→ 500) ... 70 (→ 523), 71 (→ 523)
617 030 02 17	92 800 600	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)
617 030 02 40	87 693 620	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 030 02 60	87 694 620	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 030 02 62	78 616 620	27 (→ 500), 28 (→ 500) ... 70 (→ 523), 71 (→ 523)
617 030 03 17	92 800 600	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)
617 030 03 40	87 693 630	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 030 03 60	87 694 630	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 030 04 40	87 693 640	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 030 04 60	87 694 640	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 030 05 40	87 488 600	69 (→ 522), 70 (→ 523)
617 030 06 40	87 488 610	69 (→ 522), 70 (→ 523)
617 030 07 40	87 488 620	69 (→ 522), 70 (→ 523)
617 030 08 40	87 488 630	69 (→ 522), 70 (→ 523)
617 030 09 40	87 488 640	69 (→ 522), 70 (→ 523)
617 030 17 17	92 800 600	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)
617 030 19 17	92 800 620	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)
617 030 38 17	92 800 600	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)
617 030 44 17	92 800 630	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)
617 586 00 03	87 693 600	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 586 01 03	87 693 610	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 586 02 03	87 693 620	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 586 03 03	87 693 630	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 586 04 03	87 693 640	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 586 05 03	87 694 600	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 586 06 03	87 694 610	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 586 07 03	87 694 620	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 586 08 03	87 694 630	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 586 09 03	87 694 640	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 586 10 03	87 693 610	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 586 11 03	87 693 620	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 586 12 03	87 693 630	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 586 13 03	87 693 640	68 (→ 521), 69 (→ 522), 70 (→ 523)
617 586 14 03	87 488 600	69 (→ 522), 70 (→ 523)
617 586 16 03	87 488 620	69 (→ 522), 70 (→ 523)
617 586 17 03	87 488 630	69 (→ 522), 70 (→ 523)
617 586 18 03	87 488 640	69 (→ 522), 70 (→ 523)
617 586 19 03	78 616 600	27 (→ 500), 28 (→ 500) ... 70 (→ 523), 71 (→ 523)
617 586 20 03	78 616 610	27 (→ 500), 28 (→ 500) ... 70 (→ 523), 71 (→ 523)
617 586 21 03	78 616 620	27 (→ 500), 28 (→ 500) ... 70 (→ 523), 71 (→ 523)
618 030 16 17	92800600	58 (→ 515), 59 (→ 515) ... 64 (→ 519), 70 (→ 523)
621 053 15 29	81-2645	21 (→ 496), 22 (→ 497) ... 70 (→ 523), 71 (→ 523)
621 053 36 30	81-2604	21 (→ 496), 22 (→ 497) ... 70 (→ 523), 71 (→ 523)



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MERCEDES-BENZ		
621 053 36 30	81-2646	21 (→ 496), 22 (→ 497) ... 70 (→ 523), 71 (→ 523)
628 053 00 01	261124	43 (→ 507)
628 053 00 05	261125	43 (→ 507)
636 011 00 10	88 530 190	1 (→ 485)
636 011 01 10		
636 050 00 27	2656	1 (→ 485)
636 053 01 01	2664	1 (→ 485)
636 053 03 01	2691	1 (→ 485)
636 053 03 29	81-2624	1 (→ 485)
636 053 03 30	81-2612	1 (→ 485)
636 053 04 29	81-2626	1 (→ 485)
636 053 10 30	81-2625	1 (→ 485)
636 053 12 29	81-2658	1 (→ 485)
636 053 20 30	81-1662	1 (→ 485)
646 030 00 60	77 521 600	33 (→ 502), 34 (→ 503) ... 38 (→ 505), 43 (→ 507)
646 030 01 17	97 482 600	43 (→ 507)
646 030 03 24	80 00480 1 0 000	34 (→ 503), 35 (→ 503) ... 42 (→ 506), 43 (→ 507)
646 030 07 17	97 482 610	43 (→ 507)
646 030 09 17	97 482 600	43 (→ 507)
646 053 00 01	261124	43 (→ 507)
646 053 01 82	81-1660	1 (→ 485)
647 030 00 17	97 482 600	43 (→ 507)
647 030 01 17		
904 030 00 40	79 226 600	288 (→ 729), 289 (→ 730) ... 341 (→ 769), 342 (→ 769)
904 030 01 40	79 226 610	288 (→ 729), 289 (→ 730) ... 341 (→ 769), 342 (→ 769)
904 030 02 40	79 226 620	288 (→ 729), 289 (→ 730) ... 341 (→ 769), 342 (→ 769)
904 030 07 40	79 226 600	288 (→ 729), 289 (→ 730) ... 341 (→ 769), 342 (→ 769)
904 030 13 40		
904 030 15 40	79 226 610	288 (→ 729), 289 (→ 730) ... 341 (→ 769), 342 (→ 769)
904 030 16 40	79 226 620	288 (→ 729), 289 (→ 730) ... 341 (→ 769), 342 (→ 769)
904 200 04 01	50 005 627	290 (→ 732), 298 (→ 737) ... 331 (→ 764), 332 (→ 764)
904 200 06 01		
904 200 08 01		
904 200 20 01		
904 200 22 01		
904 200 26 01		
904 200 49 01		
904 201 02 01		
904 201 07 01		
906 011 01 10	89 513 190	288 (→ 729), 289 (→ 730) ... 315 (→ 756), 318 (→ 758)
906 016 07 91	50 009 053	288 (→ 729), 289 (→ 730) ... 336 (→ 766), 337 (→ 767)
906 030 00 60	77 824 600	289 (→ 730), 290 (→ 732) ... 341 (→ 769), 342 (→ 769)
906 030 01 24	80 00371 1 0 000	288 (→ 729), 289 (→ 730) ... 327 (→ 762), 331 (→ 764)
906 030 01 60	77 824 600	289 (→ 730), 290 (→ 732) ... 341 (→ 769), 342 (→ 769)
906 030 02 24	80 00559 1 0 000	292 (→ 734), 294 (→ 735), 327 (→ 762)
906 030 03 60	77 824 610	289 (→ 730), 290 (→ 732) ... 341 (→ 769), 342 (→ 769)
906 030 09 24	80 00559 1 0 000	292 (→ 734), 294 (→ 735), 327 (→ 762)
906 030 14 60	77 824 600	289 (→ 730), 290 (→ 732) ... 341 (→ 769), 342 (→ 769)
906 030 16 17	94 705 600	288 (→ 729), 289 (→ 730) ... 315 (→ 756), 318 (→ 758)
906 030 16 60	77 824 610	289 (→ 730), 290 (→ 732) ... 341 (→ 769), 342 (→ 769)
906 030 17 17	94 706 600	288 (→ 729), 289 (→ 730) ... 315 (→ 756), 318 (→ 758)
906 030 18 17	94 707 600	288 (→ 729), 289 (→ 730) ... 315 (→ 756), 318 (→ 758)
906 030 21 18	40 030 600	292 (→ 734), 294 (→ 735)
906 030 21 60	77 824 600	289 (→ 730), 290 (→ 732) ... 341 (→ 769), 342 (→ 769)
906 030 24 60	77 824 610	289 (→ 730), 290 (→ 732) ... 341 (→ 769), 342 (→ 769)
906 030 25 60		
906 030 32 17	94 705 600	288 (→ 729), 289 (→ 730) ... 315 (→ 756), 318 (→ 758)
906 030 33 17	94 706 600	288 (→ 729), 289 (→ 730) ... 315 (→ 756), 318 (→ 758)
906 030 34 17	94 707 600	288 (→ 729), 289 (→ 730) ... 315 (→ 756), 318 (→ 758)
906 030 36 17	94 705 600	288 (→ 729), 289 (→ 730) ... 315 (→ 756), 318 (→ 758)
906 030 37 17	94 706 600	288 (→ 729), 289 (→ 730) ... 315 (→ 756), 318 (→ 758)
906 030 38 17	94 707 600	288 (→ 729), 289 (→ 730) ... 315 (→ 756), 318 (→ 758)
906 030 44 17	94 931 600	288 (→ 729), 289 (→ 730) ... 313 (→ 753), 315 (→ 756)
906 030 48 17		
906 030 48 60	77 824 600	289 (→ 730), 290 (→ 732) ... 341 (→ 769), 342 (→ 769)
906 030 49 17	94 932 600	288 (→ 729), 289 (→ 730) ... 313 (→ 753), 315 (→ 756)
906 030 50 17	94 933 600	288 (→ 729), 289 (→ 730) ... 313 (→ 753), 315 (→ 756)
906 030 52 17	94 971 600	288 (→ 729), 289 (→ 730) ... 315 (→ 756), 318 (→ 758)



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MERCEDES-BENZ		
906 030 53 17	94 972 600	288 (→ 729), 289 (→ 730) ... 315 (→ 756), 318 (→ 758)
906 030 54 17	94 973 600	288 (→ 729), 289 (→ 730) ... 315 (→ 756), 318 (→ 758)
906 030 56 17	94 971 600	288 (→ 729), 289 (→ 730) ... 315 (→ 756), 318 (→ 758)
906 030 57 17	94 972 600	288 (→ 729), 289 (→ 730) ... 315 (→ 756), 318 (→ 758)
906 030 58 17	94 973 600	288 (→ 729), 289 (→ 730) ... 315 (→ 756), 318 (→ 758)
906 050 02 26	16200	288 (→ 729), 289 (→ 730) ... 340 (→ 768), 341 (→ 769)
906 050 03 26	160056	288 (→ 729), 289 (→ 730) ... 340 (→ 768), 341 (→ 769)
906 050 03 27	160057	288 (→ 729), 289 (→ 730) ... 340 (→ 768), 341 (→ 769)
906 050 06 26	160056	288 (→ 729), 289 (→ 730) ... 340 (→ 768), 341 (→ 769)
906 050 06 27	160057	288 (→ 729), 289 (→ 730) ... 340 (→ 768), 341 (→ 769)
906 050 07 27		
906 050 09 01	50006360	289 (→ 730), 290 (→ 732) ... 336 (→ 766), 337 (→ 767)
906 050 14 01		
906 053 01 29	81-16105	288 (→ 729), 289 (→ 730) ... 337 (→ 767), 340 (→ 768)
906 053 01 30	81-16107	288 (→ 729), 289 (→ 730) ... 340 (→ 768), 341 (→ 769)
906 053 02 31	92-16159	288 (→ 729), 289 (→ 730) ... 340 (→ 768), 341 (→ 769)
906 053 05 29	81-16107	288 (→ 729), 289 (→ 730) ... 340 (→ 768), 341 (→ 769)
906 180 02 01	50 005 879	288 (→ 729), 289 (→ 730) ... 341 (→ 769), 342 (→ 769)
906 180 06 01		
906 180 08 01		
926 030 00 40	79 226 600	288 (→ 729), 289 (→ 730) ... 341 (→ 769), 342 (→ 769)
926 030 00 60	79 350 600	288 (→ 729), 289 (→ 730) ... 341 (→ 769), 342 (→ 769)
926 030 02 40	79 226 610	288 (→ 729), 289 (→ 730) ... 341 (→ 769), 342 (→ 769)
926 030 02 60	79 350 610	288 (→ 729), 289 (→ 730) ... 341 (→ 769), 342 (→ 769)
926 030 03 40	79 226 620	288 (→ 729), 289 (→ 730) ... 341 (→ 769), 342 (→ 769)
926 030 13 60	79 350 620	288 (→ 729), 289 (→ 730) ... 341 (→ 769), 342 (→ 769)
926 030 29 17	40 026 600	324 (→ 761), 333 (→ 765), 341 (→ 769)
926 030 30 17	40 033 600	321 (→ 759), 322 (→ 760), 329 (→ 762), 330 (→ 763), 331 (→ 764)
926 030 37 17	40 078 600	323 (→ 760), 328 (→ 762) ... 338 (→ 767), 340 (→ 768)
MITSUBISHI		
ME 011530	MS-1807GP STD	1 (→ 1005)
ME 031525	MS-1145GP STD	2 (→ 1005)
ME 032518	CB-1820GP STD	2 (→ 1005)
ME 999384	MS-1807GP STD	1 (→ 1005)
ME013366	89 825 190	1 (→ 1005)
ME013644	TW-1807K STD	1 (→ 1005)
ME997261	CB-1830GP STD	1 (→ 1005)
MWM		
1202 2526	88 332 110	31 (→ 1019)
1215 6904	27139	15 (→ 1013), 16 (→ 1013)
1215 8462	88 318 110	3 (→ 1008), 4 (→ 1008)
1215 9187	88 625 110	7 (→ 1009), 8 (→ 1010)
1215 9364	88 635 190	17 (→ 1014), 18 (→ 1015), 21 (→ 1016), 22 (→ 1016)
1215 9367	89335110	15 (→ 1013), 16 (→ 1013), 19 (→ 1015), 20 (→ 1015)
1215 9459	81-2729	15 (→ 1013), 16 (→ 1013), 19 (→ 1015), 20 (→ 1015)
1215 9605	2745	15 (→ 1013), 16 (→ 1013)
1215 9606	27119	19 (→ 1015), 20 (→ 1015)
1215 9608	27104	19 (→ 1015), 20 (→ 1015)
1216 0228	89 197 110	17 (→ 1014), 18 (→ 1015), 21 (→ 1016), 22 (→ 1016)
1216 0419	88850110	11 (→ 1011), 12 (→ 1011), 13 (→ 1012), 14 (→ 1012)
1216 1045	81-2724	24 (→ 1017)
1216 3113	89179110	26 (→ 1017), 27 (→ 1018), 28 (→ 1018)
1216 3176	81-2726	27 (→ 1018)
1216 4694	78 127 600	4 (→ 1008), 5 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)
1216 4922	88 315 110	5 (→ 1008), 6 (→ 1009)
1216 6121	88 308 110	10 (→ 1010)
1216 6638	89 008 110	7 (→ 1009), 8 (→ 1010)
1216 7014	88 839 110	11 (→ 1011), 12 (→ 1011), 13 (→ 1012), 14 (→ 1012)
1216 7022	91753600	11 (→ 1011), 12 (→ 1011), 13 (→ 1012), 14 (→ 1012)
1218 9512	81-2728	15 (→ 1013), 16 (→ 1013), 19 (→ 1015), 20 (→ 1015)
1219 0246	90 093 960	19 (→ 1015), 20 (→ 1015)
1227 5301	89 598 110	29 (→ 1018), 30 (→ 1019)
2601 2012	88 332 110	31 (→ 1019)
3.415.0.132.001.4		
6.052.0.190.000.4	7.02242.01.0	6 (→ 1009), 8 (→ 1010) ... 20 (→ 1015), 22 (→ 1016)
6.205.0.430.001.7	78 125 600	3 (→ 1008), 4 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)
6.205.8.430.003.7	78 125 610	3 (→ 1008), 4 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)



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MWM		
6.205.8.430.005.7	78 125 620	3 (→ 1008), 4 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)
6.205.8.430.007.7	78 125 630	3 (→ 1008), 4 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)
6.206.0.160.001.7	91 007 600	3 (→ 1008), 4 (→ 1008)
6.206.1.132.001.4	88 318 110	3 (→ 1008), 4 (→ 1008)
6.207.0.132.001.4	88 316 110	6 (→ 1009)
6.207.0.460.301.4	2721	4 (→ 1008), 6 (→ 1009), 7 (→ 1009), 8 (→ 1010), 9 (→ 1010)
6.208.0.160.001.7	91 628 700	6 (→ 1009)
6.208.0.160.002.7		
6.208.0.160.004.7		
6.208.8.160.011.7	91 628 710	6 (→ 1009)
6.208.8.160.012.7	91 628 720	6 (→ 1009)
6.225.0.132.002.4	88 625 110	7 (→ 1009), 8 (→ 1010)
6.225.0.160.002.7	91 005 700	7 (→ 1009), 8 (→ 1010)
6.225.0.160.004.7		
6.226.0.132.001.2	88 635 190	17 (→ 1014), 18 (→ 1015), 21 (→ 1016), 22 (→ 1016)
6.226.0.132.503.4	89 335 110	15 (→ 1013), 16 (→ 1013), 19 (→ 1015), 20 (→ 1015)
6.226.0.160.002.7	91 557 700	17 (→ 1014)
6.226.0.160.003.7		
6.226.0.160.013.7		
6.226.0.160.301.7	93 045 600	21 (→ 1016), 22 (→ 1016)
6.226.0.160.303.7		
6.226.0.160.304.7		
6.226.0.160.507.7	90 031 600	15 (→ 1013), 16 (→ 1013)
6.226.0.160.508.7		
6.226.0.160.509.7	90 563 600	16 (→ 1013)
6.226.0.160.704.7	90 093 600	19 (→ 1015), 20 (→ 1015)
6.226.0.160.705.7		
6.226.0.226.031.7	91557700	17 (→ 1014)
6.226.0.332.703.4	81-2728	15 (→ 1013), 16 (→ 1013), 19 (→ 1015), 20 (→ 1015)
6.226.0.332.704.4	81-2729	15 (→ 1013), 16 (→ 1013), 19 (→ 1015), 20 (→ 1015)
6.226.0.460.005.4	2726	11 (→ 1011), 12 (→ 1011), 13 (→ 1012), 14 (→ 1012), 17 (→ 1014)
6.226.0.460.302.4	2757	11 (→ 1011), 12 (→ 1011) ... 22 (→ 1016), 23 (→ 1017)
6.226.0.460.501.4	27139	15 (→ 1013), 16 (→ 1013)
6.226.0.460.503.4	2745	15 (→ 1013), 16 (→ 1013)
6.226.0.460.701.4	27119	19 (→ 1015), 20 (→ 1015)
6.226.0.460.703.4	27104	19 (→ 1015), 20 (→ 1015)
6.226.8.132.005.4	89 197 110	17 (→ 1014), 18 (→ 1015), 21 (→ 1016), 22 (→ 1016)
6.226.8.132.006.4		
6.226.8.160.002.7	91 557 700	17 (→ 1014)
6.226.8.160.003.7		
6.227.0.132.001.4	88 850 110	11 (→ 1011), 12 (→ 1011), 13 (→ 1012), 14 (→ 1012)
6.227.0.132.002.4		
6.227.0.132.003.4		
6.228.0.019.006.7	80 00199 1 0 000	17 (→ 1014), 18 (→ 1015)
6.228.0.160.001.7	93 069 600	17 (→ 1014)
6.228.0.160.002.7	93 061 600	17 (→ 1014)
6.228.0.160.005.7		
6.228.0.160.013.7		
6.228.0.160.311.4	93 045 600	21 (→ 1016), 22 (→ 1016)
6.228.0.160.311.7		
6.228.0.160.313.7	93 355 600	21 (→ 1016), 22 (→ 1016)
6.228.0.430.001.7	78 589 600	15 (→ 1013), 16 (→ 1013) ... 22 (→ 1016), 23 (→ 1017)
6.228.0.430.011.7	78 588 600	15 (→ 1013), 16 (→ 1013) ... 22 (→ 1016), 23 (→ 1017)
6.228.0.430.015.7	78 588 620	15 (→ 1013), 16 (→ 1013) ... 22 (→ 1016), 23 (→ 1017)
6.228.0.460.301.4	2734	21 (→ 1016), 22 (→ 1016), 23 (→ 1017)
6.228.8.430.003.7	78 589 610	15 (→ 1013), 16 (→ 1013) ... 22 (→ 1016), 23 (→ 1017)
6.228.8.430.005.7	78 589 620	15 (→ 1013), 16 (→ 1013) ... 22 (→ 1016), 23 (→ 1017)
6.228.8.430.013.7	78588610	15 (→ 1013), 16 (→ 1013) ... 22 (→ 1016), 23 (→ 1017)
6.232.0.332.003.4	81-2724	24 (→ 1017)
6.234.0.019.007.7	80 00356 1 0 000	27 (→ 1018)
6.234.0.132.002.4	89 179 110	26 (→ 1017), 27 (→ 1018), 28 (→ 1018)
6.234.0.132.005.4		
6.234.0.160.302.4	93 769 600	27 (→ 1018)
6.234.0.160.302.7		
6.234.0.160.902.7	93 886 600	26 (→ 1017)
6.234.0.160.912.7	90256600	28 (→ 1018)
6.234.0.332.001.4	81-2725	27 (→ 1018)
6.234.0.332.901.4	81-2726	27 (→ 1018)
6.234.0.460.005.4	27304	27 (→ 1018)



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MWM		
6.234.0.460.006.4	2742	27 (→ 1018)
6.302.0.160.003.7	91628700	6 (→ 1009)
6.305.0.332.003.4	81-2722	1 (→ 1008), 2 (→ 1008) ... 22 (→ 1016), 23 (→ 1017)
6.305.0.430.001.7	78 126 600	4 (→ 1008), 5 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)
6.305.0.430.007.7	78 127 600	4 (→ 1008), 5 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)
6.305.0.430.400.7		
6.305.0.462.002.4	MK-9H	4 (→ 1008), 6 (→ 1009) ... 23 (→ 1017), 27 (→ 1018)
6.305.8.430.003.7	78 126 610	4 (→ 1008), 5 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)
6.305.8.430.005.7	78 126 620	4 (→ 1008), 5 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)
6.305.8.430.007.7	78 126 630	4 (→ 1008), 5 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)
6.305.8.430.009.7	78 126 640	4 (→ 1008), 5 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)
6.305.8.430.410.7	78 127 610	4 (→ 1008), 5 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)
6.305.8.430.412.7	78 127 620	4 (→ 1008), 5 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)
6.305.8.430.414.7	78 127 630	4 (→ 1008), 5 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)
6.305.8.430.416.7	78 127 640	4 (→ 1008), 5 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)
6.306.0.133.001.4	88 315 110	5 (→ 1008), 6 (→ 1009)
6.308.0.160.001.7	91 628 700	6 (→ 1009)
6.308.0.160.002.7		
6.308.0.160.004.7		
6.308.0.160.005.7		
6.308.0.460.001.4	2723	4 (→ 1008), 6 (→ 1009), 7 (→ 1009), 8 (→ 1010), 9 (→ 1010)
6.308.0.460.002.4	2757	11 (→ 1011), 12 (→ 1011) ... 22 (→ 1016), 23 (→ 1017)
6.308.8.160.011.7	91 628 710	6 (→ 1009)
6.308.8.160.012.7	91 628 720	6 (→ 1009)
6.308.8.160.041.7	91 628 710	6 (→ 1009)
6.308.8.160.042.7	91 628 720	6 (→ 1009)
6.308.8.160.051.7	91 628 710	6 (→ 1009)
6.308.8.160.052.7	91 628 720	6 (→ 1009)
6.313.3.460.002.4	2783	1 (→ 1008), 2 (→ 1008)
6.313.3.460.003.4	2782	1 (→ 1008), 2 (→ 1008)
6.321.0.160.001.7	90974600	10 (→ 1010)
6.321.3.332.001.4	81-2706	10 (→ 1010)
6.321.3.460.001.4	2786	10 (→ 1010)
6.321.3.460.002.4	2787	10 (→ 1010)
6.321.8.160.006.7	90 974 620	10 (→ 1010)
6.321.8.160.007.7		
6.323.0.133.011.4	88 308 110	10 (→ 1010)
6.325.0.133.001.4	89 008 110	7 (→ 1009), 8 (→ 1010)
6.325.0.160.001.7	91 005 700	7 (→ 1009), 8 (→ 1010)
6.325.0.160.002.7		
6.325.0.160.004.7		
6.325.8.160.002.7		
6.325.8.160.021.7	91 005 710	7 (→ 1009), 8 (→ 1010)
6.325.8.160.041.7		
6.327.0.133.001.4	88 839 110	11 (→ 1011), 12 (→ 1011), 13 (→ 1012), 14 (→ 1012)
6.327.0.133.001.8		
6.327.0.160.004.7	91 753 600	11 (→ 1011), 12 (→ 1011), 13 (→ 1012), 14 (→ 1012)
6.327.0.160.009.7		
6.327.0.160.101.7	93 063 600	11 (→ 1011), 14 (→ 1012)
6.327.0.160.102.7		
6.327.0.160.106.4		
6.327.0.160.106.7		
6.327.0.160.107.7		
6.327.0.430.001.7	78 125 600	3 (→ 1008), 4 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)
6.327.8.430.003.7	78 125 610	3 (→ 1008), 4 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)
6.327.8.430.005.7	78 125 620	3 (→ 1008), 4 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)
6.327.8.430.007.7	78 125 630	3 (→ 1008), 4 (→ 1008) ... 17 (→ 1014), 18 (→ 1015)
6.916.0.160.101.7	93 062 600	18 (→ 1015)
NISSAN		
12030-Z5000	PB-1180J STD	3 (→ 1022)
12111-54T10	CB-1194GP STD	2 (→ 1022)
12117-Z5500	CB-2801GP STD	3 (→ 1022)
12207-J2000	MS-1180GP STD	3 (→ 1022)
12207-J6510		
12207-43G01	MS-1190GP STD	2 (→ 1022)
12207-54T10		
12215-01B10	MS-1202A STD	1 (→ 1022)
12216-01B10	CB-1202A STD	1 (→ 1022)



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CROSS REFERENCE

REF-No.		Pos (→)
NISSAN		
12280-J2000	TW-1122J STD	3 (→ 1022)
12280-01B00	TW-1202A STD	1 (→ 1022)
12280-37525	TW-1028GP STD	2 (→ 1022)
13002-43G00	SH-1190B STD	2 (→ 1022)
OM		
1 309 189	93 209 600	6 (→ 1026)
1 901 1494		
1 901 405		
1 901 407	93 209 960	6 (→ 1026)
1 901 473	92 488 960	3 (→ 1026)
1 901 492	93 209 600	6 (→ 1026)
1 909 189		
1 909 211	92 488 600	3 (→ 1026)
1 909 226		
4 708 106	93 209 600	6 (→ 1026)
4 708 106 A		
4 750 806	89 024 110	6 (→ 1026)
4 850 230		
5 811 5000	92 488 960	3 (→ 1026)
7 903 7503	93 209 600	6 (→ 1026)
8 822 141	89 024 110	6 (→ 1026)
PERKINS		
UKMK0038	92 774 963	21 (→ 1037), 22 (→ 1037), 30 (→ 1041)
U5LP0022	93 801 600	36 (→ 1043), 37 (→ 1043)
U5LP0046		
U5MW0023	50 005 248	11 (→ 1032)
U5MW0061	50 005 250	9 (→ 1031)
U5MW0089	50 005 251	7 (→ 1031)
0530017	88 364 110	7 (→ 1031), 8 (→ 1031), 9 (→ 1031), 10 (→ 1032)
0630028	91 127 600	7 (→ 1031), 8 (→ 1031), 9 (→ 1031), 10 (→ 1032)
0630030		
0630079	91 130 600	11 (→ 1032), 12 (→ 1033), 13 (→ 1033), 14 (→ 1034), 15 (→ 1034)
0910002	105-02077	7 (→ 1031), 10 (→ 1032), 11 (→ 1032), 12 (→ 1033), 13 (→ 1033)
0910060	105-35606	1 (→ 1030), 2 (→ 1030), 3 (→ 1030)
0910061	105-35607	1 (→ 1030), 2 (→ 1030), 3 (→ 1030)
115017490	40 253 600	4 (→ 1030), 5 (→ 1030)
115017491		
115107970	80 00594 1 0 000	4 (→ 1030), 5 (→ 1030), 54 (→ 1048), 55 (→ 1048)
3135J011	93 368 600	49 (→ 1047)
3135J041	93 569 600	48 (→ 1046)
3135J183	93 267 600	46 (→ 1045), 47 (→ 1046)
3135J241	94 543 600	45 (→ 1045), 46 (→ 1045), 47 (→ 1046)
3135J242		
3135J243		
3135V001Y	89 025 190	20 (→ 1036)
3135X041	89 320 190	45 (→ 1045), 46 (→ 1045), 47 (→ 1046)
3135X063	89 527 190	45 (→ 1045), 46 (→ 1045), 47 (→ 1046)
3135X065	89 555 190	45 (→ 1045), 46 (→ 1045), 47 (→ 1046)
31354001	89 025 190	20 (→ 1036)
31354338	92 774 600	21 (→ 1037), 22 (→ 1037), 30 (→ 1041)
31355262	93 288 600	35 (→ 1043), 41 (→ 1044)
31358001	89 025 190	20 (→ 1036)
31358108	88 364 110	7 (→ 1031), 8 (→ 1031), 9 (→ 1031), 10 (→ 1032)
31358117X	88 495 190	3 (→ 1030)
31358306	88 354 190	21 (→ 1037), 22 (→ 1037) ... 36 (→ 1043), 40 (→ 1044)
31358322	88 552 110	11 (→ 1032), 12 (→ 1033) ... 18 (→ 1036), 19 (→ 1036)
31358323	88 363 190	11 (→ 1032), 12 (→ 1033) ... 18 (→ 1036), 19 (→ 1036)
31358324X	88 354 190	21 (→ 1037), 22 (→ 1037) ... 36 (→ 1043), 40 (→ 1044)
31358325	88 356 110	21 (→ 1037), 22 (→ 1037) ... 40 (→ 1044), 41 (→ 1044)
31358328		
31358331	88 354 190	21 (→ 1037), 22 (→ 1037) ... 36 (→ 1043), 40 (→ 1044)
313583325	88 356 110	21 (→ 1037), 22 (→ 1037) ... 40 (→ 1044), 41 (→ 1044)
313583341		
31358341Z		
31358343X	88 587 190	48 (→ 1046), 49 (→ 1047), 50 (→ 1047)
313583441	88 356 110	21 (→ 1037), 22 (→ 1037) ... 40 (→ 1044), 41 (→ 1044)
31358345Z	88 552 110	11 (→ 1032), 12 (→ 1033) ... 18 (→ 1036), 19 (→ 1036)



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REF-No.		Pos (→)
PERKINS		
31358346	89 022 190	48 (→ 1046), 49 (→ 1047), 50 (→ 1047)
31358346Y		
31358349Y	88 355 190	21 (→ 1037), 22 (→ 1037) ... 40 (→ 1044), 41 (→ 1044)
31358351		
31358381Y	88 363 190	11 (→ 1032), 12 (→ 1033) ... 18 (→ 1036), 19 (→ 1036)
31358391	89 022 190	48 (→ 1046), 49 (→ 1047), 50 (→ 1047)
31358393Y	88 355 190	21 (→ 1037), 22 (→ 1037) ... 40 (→ 1044), 41 (→ 1044)
31358441Z	88 356 110	21 (→ 1037), 22 (→ 1037) ... 40 (→ 1044), 41 (→ 1044)
3142A051	105-35460	46 (→ 1045)
3142A052	105-03366	21 (→ 1037), 23 (→ 1037) ... 49 (→ 1047), 50 (→ 1047)
3142A151	105-35625	52 (→ 1048), 53 (→ 1048), 55 (→ 1048)
3142D031	105-35610	42 (→ 1044), 44 (→ 1044)
3142D041	105-35609	42 (→ 1044), 44 (→ 1044)
3142D061	105-35612	43 (→ 1044)
3142H002	105-35608	26 (→ 1039), 29 (→ 1040)
3142H041	105-35611	43 (→ 1044)
3142H071	105-35624	52 (→ 1048), 53 (→ 1048), 55 (→ 1048)
3142L071	105-35459	46 (→ 1045)
31431103	105-03365	21 (→ 1037), 23 (→ 1037) ... 49 (→ 1047), 50 (→ 1047)
31431104	105-03366	21 (→ 1037), 23 (→ 1037) ... 49 (→ 1047), 50 (→ 1047)
31431109		
31431261	105-02076	7 (→ 1031), 10 (→ 1032), 11 (→ 1032), 12 (→ 1033), 13 (→ 1033)
31431271	105-03364	16 (→ 1035), 17 (→ 1035), 18 (→ 1036)
31431281	105-03363	16 (→ 1035), 17 (→ 1035), 18 (→ 1036)
31431311	105-03365	21 (→ 1037), 23 (→ 1037) ... 49 (→ 1047), 50 (→ 1047)
31431315		
31431385	105-35614	56 (→ 1049)
31431402	105-34026	23 (→ 1037), 25 (→ 1038), 26 (→ 1039), 49 (→ 1047)
31431411	105-34025	23 (→ 1037), 25 (→ 1038), 26 (→ 1039), 49 (→ 1047)
31431591	105-03364	16 (→ 1035), 17 (→ 1035), 18 (→ 1036)
31431641	105-03365	21 (→ 1037), 23 (→ 1037) ... 49 (→ 1047), 50 (→ 1047)
31431661	105-35606	1 (→ 1030), 2 (→ 1030), 3 (→ 1030)
31431791	105-03366	21 (→ 1037), 23 (→ 1037) ... 49 (→ 1047), 50 (→ 1047)
31431822	105-35613	56 (→ 1049)
31431851	105-03366	21 (→ 1037), 23 (→ 1037) ... 49 (→ 1047), 50 (→ 1047)
31431871	105-03365	21 (→ 1037), 23 (→ 1037) ... 49 (→ 1047), 50 (→ 1047)
31431881	105-03366	21 (→ 1037), 23 (→ 1037) ... 49 (→ 1047), 50 (→ 1047)
31431891		
31431931		
31431941	105-03364	16 (→ 1035), 17 (→ 1035), 18 (→ 1036)
31431951	105-02077	7 (→ 1031), 10 (→ 1032), 11 (→ 1032), 12 (→ 1033), 13 (→ 1033)
3313A012	81-85001	42 (→ 1044), 43 (→ 1044)
3318A705	81-85002	42 (→ 1044), 43 (→ 1044)
33261723	81-85005	1 (→ 1030), 2 (→ 1030) ... 17 (→ 1035), 18 (→ 1036)
33261732	81-85003	21 (→ 1037), 23 (→ 1037) ... 49 (→ 1047), 50 (→ 1047)
33261752	81-85004	21 (→ 1037), 23 (→ 1037) ... 49 (→ 1047), 50 (→ 1047)
3343F041	81-85003	21 (→ 1037), 23 (→ 1037) ... 49 (→ 1047), 50 (→ 1047)
3343J021	81-85004	21 (→ 1037), 23 (→ 1037) ... 49 (→ 1047), 50 (→ 1047)
33432532	81-85006	57 (→ 1049)
350003	92 774 600	21 (→ 1037), 22 (→ 1037), 30 (→ 1041)
3641263M91	50 005 252	26 (→ 1039)
3646.01	105-35468	7 (→ 1031), 10 (→ 1032), 11 (→ 1032), 12 (→ 1033), 13 (→ 1033)
3647.02	105-35469	7 (→ 1031), 10 (→ 1032), 11 (→ 1032), 12 (→ 1033), 13 (→ 1033)
364902	105-35471	16 (→ 1035), 17 (→ 1035), 18 (→ 1036)
4115P001	94 543 600	45 (→ 1045), 46 (→ 1045), 47 (→ 1046)
4115P011	40 235 600	54 (→ 1048), 55 (→ 1048)
4115P012	40 235 610	54 (→ 1048), 55 (→ 1048)
4115P015	40 234 600	51 (→ 1047), 53 (→ 1048)
4115P016	40 234 610	51 (→ 1047), 53 (→ 1048)
4115P501	94 543 600	45 (→ 1045), 46 (→ 1045), 47 (→ 1046)
4115P511	40 235 600	54 (→ 1048), 55 (→ 1048)
4115P512	40 235 610	54 (→ 1048), 55 (→ 1048)
4115P515	40 234 600	51 (→ 1047), 53 (→ 1048)
4115P516	40 234 610	51 (→ 1047), 53 (→ 1048)
41158005	80 00355 1 0 000	35 (→ 1043), 41 (→ 1044)
41158041	80 00162 1 1 000	26 (→ 1039), 29 (→ 1040), 33 (→ 1042)
41158044	80 00160 1 0 000	25 (→ 1038), 28 (→ 1040)



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REF-No.		Pos (→)
PERKINS		
41158057	80 00159 1 1 000	11 (→ 1032), 12 (→ 1033), 13 (→ 1033), 14 (→ 1034), 15 (→ 1034)
41158062		
41158065	80 00218 1 0 000	17 (→ 1035), 18 (→ 1036)
4131A013	50 005 245	26 (→ 1039)
41312487	50 005 249	11 (→ 1032)
41312892	50 005 247	12 (→ 1033)
41313237	50 005 246	26 (→ 1039)
41314054	50 005 840	25 (→ 1038), 48 (→ 1046), 49 (→ 1047)
41314067	50 005 232	39 (→ 1044)
41314131	50 005 231	21 (→ 1037)
41314164	50 005 233	7 (→ 1031)
41314182	50 005 235	25 (→ 1038), 28 (→ 1040)
41314187	50 005 234	17 (→ 1035)
4132F012	50 005 237	26 (→ 1039)
4132F015	50 005 240	32 (→ 1041)
4132F016	50 005 239	32 (→ 1041)
4132F021	50 005 236	26 (→ 1039)
4181A004	80 00163 1 0 000	48 (→ 1046)
45MK0037	91 118 961	26 (→ 1039), 29 (→ 1040), 33 (→ 1042)
50043	91 127 600	7 (→ 1031), 8 (→ 1031), 9 (→ 1031), 10 (→ 1032)
50044		
50215		
530002	88 364 110	7 (→ 1031), 8 (→ 1031), 9 (→ 1031), 10 (→ 1032)
53583	91 127 600	7 (→ 1031), 8 (→ 1031), 9 (→ 1031), 10 (→ 1032)
53585		
55316		
55386		
55583		
55585		
55778	91 130 600	11 (→ 1032), 12 (→ 1033), 13 (→ 1033), 14 (→ 1034), 15 (→ 1034)
55779		
57634		
59618	92 772 600	16 (→ 1035), 17 (→ 1035), 18 (→ 1036)
59634	91 130 600	11 (→ 1032), 12 (→ 1033), 13 (→ 1033), 14 (→ 1034), 15 (→ 1034)
59635		
630028	91 127 600	7 (→ 1031), 8 (→ 1031), 9 (→ 1031), 10 (→ 1032)
630030		
630079	91 130 600	11 (→ 1032), 12 (→ 1033), 13 (→ 1033), 14 (→ 1034), 15 (→ 1034)
68306CE		
68315	92 772 600	16 (→ 1035), 17 (→ 1035), 18 (→ 1036)
68322		
68335		
68803	93 288 600	35 (→ 1043), 41 (→ 1044)
7483665	92 772 600	16 (→ 1035), 17 (→ 1035), 18 (→ 1036)
770465	91 118 962	26 (→ 1039), 29 (→ 1040), 33 (→ 1042)
794825	91 130 971	11 (→ 1032), 12 (→ 1033), 13 (→ 1033), 14 (→ 1034), 15 (→ 1034)
81512CD	91 130 600	11 (→ 1032), 12 (→ 1033), 13 (→ 1033), 14 (→ 1034), 15 (→ 1034)
81565		
81566		
81870		
81874		
82111	92 772 600	16 (→ 1035), 17 (→ 1035), 18 (→ 1036)
82112	91 130 965	11 (→ 1032), 12 (→ 1033), 13 (→ 1033), 14 (→ 1034), 15 (→ 1034)
82133	80 00159 1 0 000	11 (→ 1032), 12 (→ 1033), 13 (→ 1033), 14 (→ 1034), 15 (→ 1034)
82136	91 130 600	11 (→ 1032), 12 (→ 1033), 13 (→ 1033), 14 (→ 1034), 15 (→ 1034)
82137	92 772 600	16 (→ 1035), 17 (→ 1035), 18 (→ 1036)
82158	92 774 600	21 (→ 1037), 22 (→ 1037), 30 (→ 1041)
82279	91 118 600	26 (→ 1039), 29 (→ 1040), 33 (→ 1042)
82878		
82879		
82906	80 00159 1 0 000	11 (→ 1032), 12 (→ 1033), 13 (→ 1033), 14 (→ 1034), 15 (→ 1034)
83446	80 00159 1 1 000	11 (→ 1032), 12 (→ 1033), 13 (→ 1033), 14 (→ 1034), 15 (→ 1034)
84956	80 00159 1 0 000	11 (→ 1032), 12 (→ 1033), 13 (→ 1033), 14 (→ 1034), 15 (→ 1034)
84957	80 00159 1 1 000	11 (→ 1032), 12 (→ 1033), 13 (→ 1033), 14 (→ 1034), 15 (→ 1034)
84958		
85024	92 774 600	21 (→ 1037), 22 (→ 1037), 30 (→ 1041)
85765	91 118 600	26 (→ 1039), 29 (→ 1040), 33 (→ 1042)
86705BFE	92 772 600	16 (→ 1035), 17 (→ 1035), 18 (→ 1036)
86706		



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PERKINS		
86720	92 774 600	21 (→ 1037), 22 (→ 1037), 30 (→ 1041)
86721	92 085 600	25 (→ 1038), 28 (→ 1040)
86740	92 774 600	21 (→ 1037), 22 (→ 1037), 30 (→ 1041)
86753	80 00160 1 0 000	25 (→ 1038), 28 (→ 1040)
86775		
86778	80 00163 1 0 000	48 (→ 1046)
86780	92 144 800	48 (→ 1046)
86940		
89206	92 085 600	25 (→ 1038), 28 (→ 1040)
89207	92 144 800	48 (→ 1046)
89214BDG	92 772 600	16 (→ 1035), 17 (→ 1035), 18 (→ 1036)
RABA		
1.01201.0158	88 853 110	1 (→ 1052), 3 (→ 1052)
1.01201.0221		
3.02410.6810	78 295 600	1 (→ 1052), 2 (→ 1052), 3 (→ 1052)
3.02410.6812	78 295 610	1 (→ 1052), 2 (→ 1052), 3 (→ 1052)
3.02410.6814	78 295 620	1 (→ 1052), 2 (→ 1052), 3 (→ 1052)
3.02410.6816	78 295 630	1 (→ 1052), 2 (→ 1052), 3 (→ 1052)
3.02410.6818	78 295 640	1 (→ 1052), 2 (→ 1052), 3 (→ 1052)
3.02500.6801	92 986 960	1 (→ 1052)
3.02501.6802	92 986 600	1 (→ 1052)
3.02501.6802 A	92 986 960	1 (→ 1052)
3.02501.6805	92 989 600	3 (→ 1052)
3.02501.6808	92 986 600	1 (→ 1052)
3.02501.6810		
3.02501.6812		
3.02501.6815		
3.02501.6836		
3.02501.6837		
3.02501.6838	92 989 600	3 (→ 1052)
3.02501.6840		
3.02501.7863	92 986 600	1 (→ 1052)
3.02501.7866	92 989 600	3 (→ 1052)
626 540	78 295 610	1 (→ 1052), 2 (→ 1052), 3 (→ 1052)
626 541	78 295 620	1 (→ 1052), 2 (→ 1052), 3 (→ 1052)
645 677	78 295 600	1 (→ 1052), 2 (→ 1052), 3 (→ 1052)
660 579	78 295 630	1 (→ 1052), 2 (→ 1052), 3 (→ 1052)
751 260	78 295 640	1 (→ 1052), 2 (→ 1052), 3 (→ 1052)
825 612	78 295 610	1 (→ 1052), 2 (→ 1052), 3 (→ 1052)
825 998	78 295 620	1 (→ 1052), 2 (→ 1052), 3 (→ 1052)
826 001	78 295 640	1 (→ 1052), 2 (→ 1052), 3 (→ 1052)
848 811	78 295 630	1 (→ 1052), 2 (→ 1052), 3 (→ 1052)
876 843	78 295 600	1 (→ 1052), 2 (→ 1052), 3 (→ 1052)
RENAULT		
77 01 017 948	88 850 110	4 (→ 1056), 5 (→ 1057)
77 01 022 282	91 753 600	5 (→ 1057)
77 01 023 108		
77 01 023 376	93 061 960	6 (→ 1057)
77 01 200 356	91 753 960	5 (→ 1057)
77 01 200 914	91 557 970	6 (→ 1057)
77 01 454 416	91 005 971	1 (→ 1055)
RENAULT TRUCKS (RVI)		
00 00 153 298	79330600	3 (→ 1061), 4 (→ 1061)
00 00 157 983	81-59002	3 (→ 1061), 4 (→ 1061)
00 00 295 360	91 683 700	4 (→ 1061)
50 00 153 692	598141	3 (→ 1061), 4 (→ 1061)
50 00 153 693		
50 00 296 786	79 326 600	5 (→ 1062), 6 (→ 1062), 7 (→ 1062)
50 00 658 408	598142	3 (→ 1061), 4 (→ 1061)
50 00 659 284	598349	5 (→ 1062), 7 (→ 1062)
50 00 659 741	595915	5 (→ 1062), 7 (→ 1062)
50 00 663 464	598141	3 (→ 1061), 4 (→ 1061)
50 00 663 469		
50 00 663 471		
50 00 663 520	598142	3 (→ 1061), 4 (→ 1061)
50 00 663 527	598141	3 (→ 1061), 4 (→ 1061)
50 00 663 528		



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REF-No.		Pos (→)
RENAULT TRUCKS (RVI)		
50 00 663 529	598142	3 (→ 1061), 4 (→ 1061)
50 00 663 530		
50 00 670 121	598141	3 (→ 1061), 4 (→ 1061)
50 00 670 206		
50 00 670 730		
50 00 670 968	89 528 110	3 (→ 1061), 4 (→ 1061)
50 00 681 141	598142	3 (→ 1061), 4 (→ 1061)
50 00 793 689	80 00387 1 0 000	6 (→ 1062)
50 01 014 518	80 00387 1 1 000	6 (→ 1062)
50 01 821 828	80 00345 1 0 000	4 (→ 1061)
50 01 834 328	91 683 973	4 (→ 1061)
50 01 845 347	79 330 600	3 (→ 1061), 4 (→ 1061)
50 01 847 440	79 324 600	5 (→ 1062), 6 (→ 1062), 7 (→ 1062)
50 01 847 441	79 325 600	5 (→ 1062), 6 (→ 1062), 7 (→ 1062)
50 01 847 442	77 790 600	5 (→ 1062), 6 (→ 1062), 7 (→ 1062)
50 01 847 443		
50 01 847 444	79 324 620	5 (→ 1062), 6 (→ 1062), 7 (→ 1062)
50 01 847 446	79 325 610	5 (→ 1062), 6 (→ 1062), 7 (→ 1062)
50 01 847 447	79 325 620	5 (→ 1062), 6 (→ 1062), 7 (→ 1062)
50 01 847 459	79 324 610	5 (→ 1062), 6 (→ 1062), 7 (→ 1062)
50 01 847 460	77 790 610	5 (→ 1062), 6 (→ 1062), 7 (→ 1062)
50 01 847 461	77 790 620	5 (→ 1062), 6 (→ 1062), 7 (→ 1062)
50 01 847 462	77 790 610	5 (→ 1062), 6 (→ 1062), 7 (→ 1062)
50 01 847 463	77 790 620	5 (→ 1062), 6 (→ 1062), 7 (→ 1062)
50 01 847 466	79 329 600	3 (→ 1061)
50 01 847 468	79 328 600	4 (→ 1061)
50 01 847 469	79 329 610	3 (→ 1061)
50 01 847 470	79 329 620	3 (→ 1061)
50 01 847 472	79 328 610	4 (→ 1061)
50 01 847 474	79 328 620	4 (→ 1061)
50 01 847 486	77 791 600	3 (→ 1061), 4 (→ 1061)
50 01 847 487	77 791 610	3 (→ 1061), 4 (→ 1061)
50 01 847 491	77 791 620	3 (→ 1061), 4 (→ 1061)
50 01 858 665	79 330 600	3 (→ 1061), 4 (→ 1061)
50 10 240 947	89 568 110	4 (→ 1061)
50 10 240 948		
50 10 295 349	598142	3 (→ 1061), 4 (→ 1061)
SCANIA		
0301473	50 005 832	12 (→ 1072), 15 (→ 1074), 17 (→ 1075)
1100997	105-35505	8 (→ 1070), 9 (→ 1070) ... 31 (→ 1080), 32 (→ 1081)
1104117	90 737 600	28 (→ 1079), 29 (→ 1080)
1114035	89 367 110	12 (→ 1072), 13 (→ 1073) ... 17 (→ 1075), 18 (→ 1076)
1115727	90 221 600	5 (→ 1069)
1116987	105-35505	8 (→ 1070), 9 (→ 1070) ... 31 (→ 1080), 32 (→ 1081)
1118368	89 366 110	9 (→ 1070)
1118373	89 540 110	15 (→ 1074), 16 (→ 1075), 17 (→ 1075), 18 (→ 1076)
1120553		
1120668		
1302095	89 367 110	12 (→ 1072), 13 (→ 1073) ... 17 (→ 1075), 18 (→ 1076)
1304642	80 00364 1 0 000	19 (→ 1076), 21 (→ 1077)
1305095	89 439 110	10 (→ 1071), 11 (→ 1072), 14 (→ 1073)
1305448	91 639 600	10 (→ 1071), 11 (→ 1072), 14 (→ 1073)
1305449		
1305546	89 497 110	10 (→ 1071), 11 (→ 1072), 14 (→ 1073)
131051	93 398 961	12 (→ 1072), 13 (→ 1073)
131053	93938960	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
131085	81-34001	8 (→ 1070), 9 (→ 1070) ... 27 (→ 1079), 28 (→ 1079)
1314406	50 005 213	10 (→ 1071), 12 (→ 1072), 13 (→ 1073), 14 (→ 1073)
131612	88 402 110	1 (→ 1068), 2 (→ 1068)
1318091	50 005 832	12 (→ 1072), 15 (→ 1074), 17 (→ 1075)
1319081	105-35491	4 (→ 1068), 5 (→ 1069), 6 (→ 1069)
1319247	89 385 110	5 (→ 1069), 6 (→ 1069)
1328537	105-35548	19 (→ 1076), 20 (→ 1077), 22 (→ 1077)
1333230	105-35547	19 (→ 1076), 20 (→ 1077), 22 (→ 1077)
1350815	79 279 600	19 (→ 1076), 22 (→ 1077)
1353072	50 005 214	22 (→ 1077)
1360833	105-35504	4 (→ 1068), 5 (→ 1069), 6 (→ 1069)



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REF-No.		Pos (→)
SCANIA		
1360834	105-35505	8 (→ 1070), 9 (→ 1070) ... 31 (→ 1080), 32 (→ 1081)
1360836	105-35355	9 (→ 1070), 10 (→ 1071) ... 31 (→ 1080), 32 (→ 1081)
1361190	105-35036	8 (→ 1070), 9 (→ 1070) ... 23 (→ 1077), 27 (→ 1079)
1361191	105-35357	9 (→ 1070), 10 (→ 1071), 23 (→ 1077)
1361192	105-35036	8 (→ 1070), 9 (→ 1070) ... 23 (→ 1077), 27 (→ 1079)
1363056	77 710 600	19 (→ 1076), 22 (→ 1077)
1365841	50 005 601	30 (→ 1080)
1382183	89 541 110	19 (→ 1076)
1386074	91 639 600	10 (→ 1071), 11 (→ 1072), 14 (→ 1073)
1397521	105-35505	8 (→ 1070), 9 (→ 1070) ... 31 (→ 1080), 32 (→ 1081)
1398624	81-34003	4 (→ 1068), 5 (→ 1069), 6 (→ 1069), 17 (→ 1075), 30 (→ 1080)
1401559	40 182 600	3 (→ 1068)
1402907	89599110	3 (→ 1068)
1403823	81-34000	19 (→ 1076), 20 (→ 1077), 22 (→ 1077)
1403828	92-34003	19 (→ 1076), 20 (→ 1077), 22 (→ 1077)
1411661	77 708 610	3 (→ 1068), 4 (→ 1068), 5 (→ 1069), 6 (→ 1069), 7 (→ 1070)
1411662	77 708 620	3 (→ 1068), 4 (→ 1068), 5 (→ 1069), 6 (→ 1069), 7 (→ 1070)
1423066	99 374 600	19 (→ 1076)
1444469		
1444619	79 279 600	19 (→ 1076), 22 (→ 1077)
1445830	105-35548	19 (→ 1076), 20 (→ 1077), 22 (→ 1077)
1465337	77 710 610	19 (→ 1076), 22 (→ 1077)
1465338	77 710 620	19 (→ 1076), 22 (→ 1077)
1477022	105-35547	19 (→ 1076), 20 (→ 1077), 22 (→ 1077)
1484492	89 541 110	19 (→ 1076)
1486832	99 500 600	19 (→ 1076)
1507438	99 374 600	19 (→ 1076)
1508533	50 005 214	22 (→ 1077)
1508534	50 005 601	30 (→ 1080)
1510399	92-34002	19 (→ 1076), 20 (→ 1077), 22 (→ 1077)
1515743	105-35547	19 (→ 1076), 20 (→ 1077), 22 (→ 1077)
1521209	81-34003	4 (→ 1068), 5 (→ 1069), 6 (→ 1069), 17 (→ 1075), 30 (→ 1080)
1521210	81-34004	17 (→ 1075), 30 (→ 1080)
1523410	81-47110	4 (→ 1068), 5 (→ 1069) ... 31 (→ 1080), 32 (→ 1081)
168081	88 402 110	1 (→ 1068), 2 (→ 1068)
170690	88 568 110	23 (→ 1077), 24 (→ 1078), 25 (→ 1078), 26 (→ 1079)
170962	93 938 600	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
170963		
170983		
170984		
170985		
170986		
1729991	77 711 600	19 (→ 1076), 22 (→ 1077)
1777779	77 710 610	19 (→ 1076), 22 (→ 1077)
1777780	77 710 620	19 (→ 1076), 22 (→ 1077)
1779130	77 710 600	19 (→ 1076), 22 (→ 1077)
1781823	99 374 600	19 (→ 1076)
1785076	105-35547	19 (→ 1076), 20 (→ 1077), 22 (→ 1077)
1785692	77 711 600	19 (→ 1076), 22 (→ 1077)
1786249	77 711 610	19 (→ 1076), 22 (→ 1077)
1786250	77 711 620	19 (→ 1076), 22 (→ 1077)
1791152	105-35548	19 (→ 1076), 20 (→ 1077), 22 (→ 1077)
1805493	92-34003	19 (→ 1076), 20 (→ 1077), 22 (→ 1077)
212021	93938600	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
212022		
223635	81-34002	8 (→ 1070), 9 (→ 1070) ... 27 (→ 1079), 28 (→ 1079)
228110	88 402 110	1 (→ 1068), 2 (→ 1068)
228429	93 399 600	9 (→ 1070)
228431	93 398 600	12 (→ 1072), 13 (→ 1073)
228432		
230151	88 568 110	23 (→ 1077), 24 (→ 1078), 25 (→ 1078), 26 (→ 1079)
231223	93 938 600	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
231224		
231227		
231228		
231276	88 568 110	23 (→ 1077), 24 (→ 1078), 25 (→ 1078), 26 (→ 1079)
232018	105-35505	8 (→ 1070), 9 (→ 1070) ... 31 (→ 1080), 32 (→ 1081)
232613	93 399 600	9 (→ 1070)



REF-No.		Pos (→)
SCANIA		
232614	93 398 600	12 (→ 1072), 13 (→ 1073)
235828	89 367 110	12 (→ 1072), 13 (→ 1073) ... 17 (→ 1075), 18 (→ 1076)
235903	93 938 600	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
235904		
235907		
239151	88 568 110	23 (→ 1077), 24 (→ 1078), 25 (→ 1078), 26 (→ 1079)
243733	93 938 600	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
243734		
243817	88 402 110	1 (→ 1068), 2 (→ 1068)
245398	89 088 110	1 (→ 1068), 2 (→ 1068), 4 (→ 1068), 6 (→ 1069)
245683	93 938 600	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
245684		
253043		
253044		
253135	93 399 600	9 (→ 1070)
253136	93 398 600	12 (→ 1072), 13 (→ 1073)
253137	93 399 600	9 (→ 1070)
253138	93 398 600	12 (→ 1072), 13 (→ 1073)
253325	93 938 600	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
253326		
255573	78 769 601	8 (→ 1070), 9 (→ 1070) ... 30 (→ 1080), 32 (→ 1081)
257787	93 938 600	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
257788		
257793		
257794		
258664	93 152 600	2 (→ 1068)
261607	93938600	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
269715	81-34001	8 (→ 1070), 9 (→ 1070) ... 27 (→ 1079), 28 (→ 1079)
269716	81-34002	8 (→ 1070), 9 (→ 1070) ... 27 (→ 1079), 28 (→ 1079)
271133	93 938 600	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
271134		
271137		
271138		
272804	105-35036	8 (→ 1070), 9 (→ 1070) ... 23 (→ 1077), 27 (→ 1079)
273759	89 366 110	9 (→ 1070)
275689	93 938 600	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
275706	93 152 600	2 (→ 1068)
276528	93 938 600	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
276824	90 946 600	16 (→ 1075), 18 (→ 1076)
278102	105-35504	4 (→ 1068), 5 (→ 1069), 6 (→ 1069)
279601	87 234 610	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
279602	87 234 620	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
279603	87 234 630	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
279604	87 234 640	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
279609	87 234 600	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
279611	87 234 610	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
279612	87 234 620	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
279613	87 234 630	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
279614	87 234 640	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
279619	87 234 600	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
279629	87 235 600	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
289166	93 234 600	24 (→ 1078)
289483	105-35357	9 (→ 1070), 10 (→ 1071), 23 (→ 1077)
289517	92-34000	8 (→ 1070), 9 (→ 1070) ... 31 (→ 1080), 32 (→ 1081)
292761	50 005 213	10 (→ 1071), 12 (→ 1072), 13 (→ 1073), 14 (→ 1073)
294674	105-35355	9 (→ 1070), 10 (→ 1071) ... 31 (→ 1080), 32 (→ 1081)
295053	89 367 110	12 (→ 1072), 13 (→ 1073) ... 17 (→ 1075), 18 (→ 1076)
295099	93938600	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
300957	81-47110	4 (→ 1068), 5 (→ 1069) ... 31 (→ 1080), 32 (→ 1081)
300958	81-47111	4 (→ 1068), 5 (→ 1069) ... 31 (→ 1080), 32 (→ 1081)
305215	93 398 600	12 (→ 1072), 13 (→ 1073)
305216		
307027		
307079		
307080	93 399 600	9 (→ 1070)
307081		
307082		



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REF-No.		Pos (→)
SCANIA		
309989	93 152 600	2 (→ 1068)
313272		
3132727		
324675	105-35357	9 (→ 1070), 10 (→ 1071), 23 (→ 1077)
328588	90 946 600	16 (→ 1075), 18 (→ 1076)
328589	93 234 600	24 (→ 1078)
329694	93 938 600	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
346880	77 709 610	3 (→ 1068), 4 (→ 1068), 5 (→ 1069), 6 (→ 1069), 7 (→ 1070)
346881	77 709 620	3 (→ 1068), 4 (→ 1068), 5 (→ 1069), 6 (→ 1069), 7 (→ 1070)
348542	93 938 600	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
348611	79 277 600	3 (→ 1068), 4 (→ 1068), 5 (→ 1069), 6 (→ 1069), 7 (→ 1070)
348889	89 367 110	12 (→ 1072), 13 (→ 1073) ... 17 (→ 1075), 18 (→ 1076)
348967	89 385 110	5 (→ 1069), 6 (→ 1069)
352211	105-35355	9 (→ 1070), 10 (→ 1071) ... 31 (→ 1080), 32 (→ 1081)
352212		
352347	105-35505	8 (→ 1070), 9 (→ 1070) ... 31 (→ 1080), 32 (→ 1081)
353017	93 398 600	12 (→ 1072), 13 (→ 1073)
353071	90 759 600	15 (→ 1074), 17 (→ 1075)
357014	93 398 600	12 (→ 1072), 13 (→ 1073)
357015		
358360	93 938 600	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
358376		
362158	90 221 600	5 (→ 1069)
363301	89 367 110	12 (→ 1072), 13 (→ 1073) ... 17 (→ 1075), 18 (→ 1076)
363302	89 366 110	9 (→ 1070)
364987	93 938 600	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
365101	77 707 610	3 (→ 1068), 4 (→ 1068), 5 (→ 1069), 6 (→ 1069), 7 (→ 1070)
365102	77 707 620	3 (→ 1068), 4 (→ 1068), 5 (→ 1069), 6 (→ 1069), 7 (→ 1070)
366256	105-35504	4 (→ 1068), 5 (→ 1069), 6 (→ 1069)
372972	92-34001	8 (→ 1070), 9 (→ 1070) ... 31 (→ 1080), 32 (→ 1081)
374801	89411110	28 (→ 1079), 29 (→ 1080)
393263	81-34004	17 (→ 1075), 30 (→ 1080)
393264	81-34003	4 (→ 1068), 5 (→ 1069), 6 (→ 1069), 17 (→ 1075), 30 (→ 1080)
393564	81-34002	8 (→ 1070), 9 (→ 1070) ... 27 (→ 1079), 28 (→ 1079)
397070	93 398 600	12 (→ 1072), 13 (→ 1073)
397071		
397408	90 759 600	15 (→ 1074), 17 (→ 1075)
397412		
550146	80 00242 1 0 000	1 (→ 1068)
550177	80 00247 1 0 000	16 (→ 1075), 18 (→ 1076) ... 25 (→ 1078), 26 (→ 1079)
550241		
550246	80 00244 1 0 000	5 (→ 1069), 6 (→ 1069)
550255	80 00364 1 0 000	19 (→ 1076), 21 (→ 1077)
550314	93 152 961	2 (→ 1068)
550316	90 738 971	6 (→ 1069)
550317	90 759 961	15 (→ 1074), 17 (→ 1075)
550318	91 639 960	10 (→ 1071), 11 (→ 1072), 14 (→ 1073)
550320		
550323	90 737 961	28 (→ 1079), 29 (→ 1080)
550334	93 398 961	12 (→ 1072), 13 (→ 1073)
550362	87 234 640	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
550374		
550396	87 234 610	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
550397	87 234 620	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
550398	87 234 630	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
550400	87 234 600	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
550401	87 234 610	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
550402	87 234 620	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
550403	87 234 630	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
550404	87 234 600	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
550406	87 235 610	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
550407	87 235 620	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
550409	87 235 600	8 (→ 1070), 9 (→ 1070) ... 17 (→ 1075), 18 (→ 1076)
550471	77 709 610	3 (→ 1068), 4 (→ 1068), 5 (→ 1069), 6 (→ 1069), 7 (→ 1070)
550472	77 709 620	3 (→ 1068), 4 (→ 1068), 5 (→ 1069), 6 (→ 1069), 7 (→ 1070)
550481	87 204 610	23 (→ 1077), 24 (→ 1078) ... 30 (→ 1080), 32 (→ 1081)
550482	87 204 620	23 (→ 1077), 24 (→ 1078) ... 30 (→ 1080), 32 (→ 1081)
550483	87 204 630	23 (→ 1077), 24 (→ 1078) ... 30 (→ 1080), 32 (→ 1081)



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REF-No.		Pos (→)
SCANIA		
550484	87 204 640	23 (→ 1077), 24 (→ 1078) ... 30 (→ 1080), 32 (→ 1081)
550490	87 204 600	23 (→ 1077), 24 (→ 1078) ... 30 (→ 1080), 32 (→ 1081)
550495	77 711 600	19 (→ 1076), 22 (→ 1077)
551359	91 639 961	10 (→ 1071), 11 (→ 1072), 14 (→ 1073)
551360	91 639 960	10 (→ 1071), 11 (→ 1072), 14 (→ 1073)
551459	89 367 110	12 (→ 1072), 13 (→ 1073) ... 17 (→ 1075), 18 (→ 1076)
551535	40 182 960	3 (→ 1068)
700086	93 398 600	12 (→ 1072), 13 (→ 1073)
700090	93 938 600	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
700091		
79245643	89 367 110	12 (→ 1072), 13 (→ 1073) ... 17 (→ 1075), 18 (→ 1076)
79245700	93 398 600	12 (→ 1072), 13 (→ 1073)
9002008	93 152 600	2 (→ 1068)
9002011	93 398 961	12 (→ 1072), 13 (→ 1073)
9002014	93 938 960	23 (→ 1077), 25 (→ 1078), 26 (→ 1079)
900209	90 221 962	5 (→ 1069)
STEYR		
213 A 03 07 03	91254600	9 (→ 1087), 10 (→ 1088)
2130047/2	81-3201	9 (→ 1087)
407 04 00 29	89 182 110	2 (→ 1083), 3 (→ 1084), 4 (→ 1084)
407 04 29		
408 00 03 0023	93 192 600	2 (→ 1083)
408 00 03 0700		
408 00 03 0701		
408 00 04 0032	89 182 110	2 (→ 1083), 3 (→ 1084), 4 (→ 1084)
409 03 00 01	92 158 600	5 (→ 1085)
410 T 03 07 01		
410 T 03 07 02		
410 T 03 07 03		
410 T 03 07 04		
413 C 04 15	88 429 110	9 (→ 1087), 10 (→ 1088)
413 C 90 45 9		
609 F0 503	KK-10H	6 (→ 1085), 7 (→ 1085), 8 (→ 1086)
610 00 03 0008	92 158 600	5 (→ 1085)
610 00 03 0704		
610 60 03 0002	93 230 600	3 (→ 1084), 4 (→ 1084)
611 60 03 0002		
611 60 05 0001	3216	4 (→ 1084)
611 60 05 0002	3217	4 (→ 1084)
615 00 01 0004	89 387 110	11 (→ 1088)
615 00 01 0014		
615 00 01 0319		
615 60 03 0009	90 901 600	11 (→ 1088)
615 60 03 0010		
615 60 03 0705		
TOYOTA		
11011-17010	TW-1436A STD	6 (→ 1093)
11011-20010	TW-1005B STD	1 (→ 1093)
11011-23010		
11011-46010	TW-1063B STD	2 (→ 1093), 3 (→ 1093), 4 (→ 1093), 5 (→ 1093), 7 (→ 1094)
11011-46020		
11011-76002	TW-1005B STD	1 (→ 1093)
11011-76006	TW-1063B STD	2 (→ 1093), 3 (→ 1093), 4 (→ 1093), 5 (→ 1093), 7 (→ 1094)
11011-78300	TW-1426A STD	8 (→ 1094)
11071-68020	MS-1427A STD	4 (→ 1093), 7 (→ 1094)
11461-78301	89 823 190	8 (→ 1094)
11701-78200	MS-1446A STD	6 (→ 1093)
11701-78300	MS-1426A STD	8 (→ 1094)
11702-23010	MS-1062GP STD	1 (→ 1093)
11702-23011		
11702-48011	MS-1137GP STD	2 (→ 1093), 3 (→ 1093)
11702-48012		
11702-68020	MS-1427A STD	4 (→ 1093), 7 (→ 1094)
11702-76001	MS-1062GP STD	1 (→ 1093)
11702-76006	MS-1427A STD	4 (→ 1093), 7 (→ 1094)
11702-76007	MS-1137GP STD	2 (→ 1093), 3 (→ 1093)
11702-76008		
11702-76011	MS-1427A STD	4 (→ 1093), 7 (→ 1094)



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REF-No.		Pos (→)
TOYOTA		
13041-68020	CB-1403A STD	4 (→ 1093), 7 (→ 1094)
13041-68040		
13041-76010		
13041-76012	CB-1137A STD	2 (→ 1093), 3 (→ 1093), 5 (→ 1093), 8 (→ 1094)
13041-76012	CB-1403A STD	4 (→ 1093), 7 (→ 1094)
13041-78200	CB-1446A STD	6 (→ 1093)
13202-23010	CB-1062GP STD	1 (→ 1093)
13202-23011		
13202-23012		
13202-47011	CB-1403A STD	4 (→ 1093), 7 (→ 1094)
13202-76001	CB-1062GP STD	1 (→ 1093)
13202-76004	CB-1403A STD	4 (→ 1093), 7 (→ 1094)
13266-21910	PB-1063J STD	2 (→ 1093), 3 (→ 1093), 5 (→ 1093)
13281-68020	CB-1137A STD	2 (→ 1093), 3 (→ 1093), 5 (→ 1093), 8 (→ 1094)
13711-68010	V3544	4 (→ 1093), 7 (→ 1094)
13715-68010	S3545	4 (→ 1093), 7 (→ 1094)
16100-59135	50 005 192	2 (→ 1093)
16100-59136		
16100-59137		
16100-59138		
16100-59139		
90999-70048	PB-1063J STD	2 (→ 1093), 3 (→ 1093), 5 (→ 1093)
90999-73069		
90999-73083		
VOLKSWAGEN		
ZBA 198 103 A	93 356 600	17 (→ 1112)
ZBA 198 107 D	93 356 620	17 (→ 1112)
ZBA 198 163 B	80 00009 1 1 025	17 (→ 1112)
ZBA 198 165 B	80 00009 1 1 050	17 (→ 1112)
ZBA 198 167 B	80 00009 1 1 100	17 (→ 1112)
ZBA 198 453 A	87 722 610	3 (→ 1100), 4 (→ 1101) ... 8 (→ 1105), 17 (→ 1112)
ZBA 198 455 A	87 722 620	3 (→ 1100), 4 (→ 1101) ... 8 (→ 1105), 17 (→ 1112)
ZBA 198 457 A	87 722 630	3 (→ 1100), 4 (→ 1101) ... 8 (→ 1105), 17 (→ 1112)
021 109 651	MK-7H	1 (→ 1100), 18 (→ 1112) ... 37 (→ 1123), 38 (→ 1123)
021 198 151	80 00010 1 1 000	30 (→ 1120), 31 (→ 1120)
021 198 491 A	77 821 600	42 (→ 1123)
026 103 501 B	85 957 694	3 (→ 1100), 4 (→ 1101), 17 (→ 1112)
026 103 521 B	85 958 694	3 (→ 1100), 4 (→ 1101), 17 (→ 1112)
026 107 071 N	93 876 610	30 (→ 1120), 31 (→ 1120)
026 107 081 H	93 876 620	30 (→ 1120), 31 (→ 1120)
026 107 081 N		
026 198 151 A	80 00010 1 3 000	30 (→ 1120), 31 (→ 1120)
026 198 151 B	80 00010 1 2 000	30 (→ 1120), 31 (→ 1120)
026 198 153 B	80 00010 1 2 025	30 (→ 1120), 31 (→ 1120)
026 198 155 A	80 00010 4 3 050	30 (→ 1120), 31 (→ 1120)
026 198 155 B	80 00010 1 2 050	30 (→ 1120), 31 (→ 1120)
026 198 421	78 635 600	5 (→ 1102), 6 (→ 1103) ... 37 (→ 1123), 38 (→ 1123)
028 103 265 HX	50 003 414	20 (→ 1113)
028 103 351 K	50 003 114	20 (→ 1113)
028 103 351 M	50 003 107	19 (→ 1113)
028 103 351 P	50 003 114	20 (→ 1113)
028 105 431 C	77 214 690	18 (→ 1112), 20 (→ 1113) ... 26 (→ 1117), 28 (→ 1118)
028 105 431 C	77 291 690	32 (→ 1120), 33 (→ 1121), 34 (→ 1121)
028 105 431 D	77 150 690	19 (→ 1113), 21 (→ 1114)
028 105 431 E		
028 105 701	77 213 600	18 (→ 1112), 20 (→ 1113) ... 26 (→ 1117), 28 (→ 1118)
028 105 701 J		
028 107 065 BC	94 427 700	20 (→ 1113), 22 (→ 1115) ... 26 (→ 1117), 28 (→ 1118)
028 107 065 BS		
028 107 065 CA	94 428 700	20 (→ 1113), 22 (→ 1115) ... 26 (→ 1117), 28 (→ 1118)
028 107 065 CB		
028 107 065 CC	91 429 600	18 (→ 1112)
028 107 065 CF	91 386 600	16 (→ 1111), 19 (→ 1113)
028 107 065 F		
028 107 065 H	91 429 600	18 (→ 1112)
028 107 071	91 386 610	16 (→ 1111), 19 (→ 1113)
028 107 071 H	91 429 610	18 (→ 1112)



TRW
EngineComponents



CROSS REFERENCE

REF-No.		Pos (→)
VOLKSWAGEN		
028 107 081	91 386 620	16 (→ 1111), 19 (→ 1113)
028 107 081 BJ		
028 107 081 F		
028 107 081 H	91 429 620	18 (→ 1112)
028 107 091 F	91 386 630	16 (→ 1111), 19 (→ 1113)
028 107 101 H	91 386 600	16 (→ 1111), 19 (→ 1113)
028 107 101 J		
028 107 101 N		
028 107 105 A	91 386 610	16 (→ 1111), 19 (→ 1113)
028 107 105 B		
028 107 105 D		
028 107 107 A	91 386 620	16 (→ 1111), 19 (→ 1113)
028 107 107 B		
028 107 107 D		
028 107 107 K	91 429 620	18 (→ 1112)
028 109 601 B	39395	18 (→ 1112), 19 (→ 1113)
028 109 601 D	39486	20 (→ 1113), 23 (→ 1115), 25 (→ 1116), 26 (→ 1117)
028 109 601 H	39423	32 (→ 1120), 33 (→ 1121), 34 (→ 1121)
028 109 601 J	39502	21 (→ 1114), 22 (→ 1115), 24 (→ 1116), 28 (→ 1118), 29 (→ 1119)
028 109 601A	39423	32 (→ 1120), 33 (→ 1121), 34 (→ 1121)
028 109 611 E	39474	18 (→ 1112), 19 (→ 1113)
028 109 611 G	39487	20 (→ 1113), 23 (→ 1115), 25 (→ 1116), 26 (→ 1117)
028 109 611 K	39503	21 (→ 1114), 22 (→ 1115), 24 (→ 1116), 28 (→ 1118), 29 (→ 1119)
028 198 151	80 00008 1 0 000	16 (→ 1111), 18 (→ 1112) ... 28 (→ 1118), 29 (→ 1119)
028 198 151 A		
028 198 151 B		
03G 103 351 C	50 003 131	27 (→ 1118)
03G 131 502	7.00907.03.0	36 (→ 1122)
03G 131 502 B		
030 105 431 B	77 199 690	1 (→ 1100)
030 105 707 G	87 701 610	3 (→ 1100)
030 107 065 CM	99 679 600	1 (→ 1100)
030 109 101 BG	50 006 381	1 (→ 1100)
030 109 601 AG	39542	1 (→ 1100)
030 109 601AK	331139	2 (→ 1100)
030 109 611 N	39515	1 (→ 1100)
030 121 005 S	50 005 137	1 (→ 1100)
030 121 008 A		
030 121 008 C		
030 121 008 CX		
033 105 707	87 464 610	4 (→ 1101), 5 (→ 1102) ... 19 (→ 1113), 21 (→ 1114)
033 198 151	80 00008 1 0 000	16 (→ 1111), 18 (→ 1112) ... 28 (→ 1118), 29 (→ 1119)
034 198 491 A	77 209 602	9 (→ 1106), 32 (→ 1120), 33 (→ 1121), 34 (→ 1121)
034 198 491 A	77 233 602	10 (→ 1107), 11 (→ 1108), 12 (→ 1108)
034 198 491 D	77 209 602	9 (→ 1106), 32 (→ 1120), 33 (→ 1121), 34 (→ 1121)
035 198 421	78 639 600	9 (→ 1106), 10 (→ 1107) ... 33 (→ 1121), 34 (→ 1121)
037 121 008 C	50 005 137	1 (→ 1100)
038 103 265 AX	50 003 417	23 (→ 1115), 25 (→ 1116)
038 103 265BX	50 003 418	22 (→ 1115), 24 (→ 1116)
038 103 351 B	50 003 117	22 (→ 1115), 23 (→ 1115), 24 (→ 1116), 25 (→ 1116)
038 103 351 D	50 003 131	27 (→ 1118)
038 107 065 AA	94 427 700	20 (→ 1113), 22 (→ 1115) ... 26 (→ 1117), 28 (→ 1118)
038 107 065 AB	94 428 700	20 (→ 1113), 22 (→ 1115) ... 26 (→ 1117), 28 (→ 1118)
038 107 065 CK	40 092 700	21 (→ 1114), 29 (→ 1119)
038 107 065 CL	40 093 700	21 (→ 1114), 29 (→ 1119)
038 107 065 LC	40 421 600	27 (→ 1118)
038 107 065 LD	40 422 600	27 (→ 1118)
038 107 065 LE	40 421 600	27 (→ 1118)
038 107 065 LF	40 422 600	27 (→ 1118)
038 107 065 LG	40 421 600	27 (→ 1118)
038 107 065 LH	40 422 600	27 (→ 1118)
038 109 601 E	331123	27 (→ 1118), 35 (→ 1122), 36 (→ 1122)
038 109 611 E	331124	27 (→ 1118), 35 (→ 1122), 36 (→ 1122)
042 107 117	92 412 611	15 (→ 1110)
042 198 057	92 412 960	15 (→ 1110)
042 198 057 A		
042 198 059 AX	91 350 970	14 (→ 1110)
042 198 059 X	92 412 960	15 (→ 1110)



TRW
EngineComponents



CROSS REFERENCE

REF-No.		Pos (→)
VOLKSWAGEN		
045 121 011B	50 005 556	27 (→ 1118)
046 109 101K	50 006 283	32 (→ 1120), 33 (→ 1121), 34 (→ 1121)
046 109 601G	39423	32 (→ 1120), 33 (→ 1121), 34 (→ 1121)
046 109 601J		
046 109 611C	33380	32 (→ 1120), 33 (→ 1121), 34 (→ 1121)
046 109 611E		
046 198 151 A	80 00011 5 0 000	32 (→ 1120), 34 (→ 1121)
046109611F	33380	32 (→ 1120), 33 (→ 1121), 34 (→ 1121)
048 109 611B	33416	37 (→ 1123), 38 (→ 1123)
049 107 065 AF	93 356 600	17 (→ 1112)
049 107 065 J		
049 107 081 AF	93 356 620	17 (→ 1112)
049 107 081 J		
049 109 601J	39423	32 (→ 1120), 33 (→ 1121), 34 (→ 1121)
049 198 153 B	80 00009 1 1 025	17 (→ 1112)
049 198 153 F		
049 198 155 B	80 00009 1 1 050	17 (→ 1112)
049 198 155 F		
049 198 157 A	80 00009 1 1 100	17 (→ 1112)
049 198 157 B		
049 198 157 F		
050 109 309	50 006 417	1 (→ 1100), 34 (→ 1121)
050 109 309 A		
050 109 309 H		
050 109 309 J		
052 105 431	87 356 690	3 (→ 1100)
052 107 081 A	93 159 620	3 (→ 1100)
052 107 081 AD		
052 107 081 B		
052 107 081 C		
052 107 081 E		
052 107 081 J		
052 107 081 L		
052 107 091 AD	93 159 630	3 (→ 1100)
052 107 091 C		
052 107 091 E		
052 107 091 J		
052 107 091 L		
052 198 151 D	80 00002 4 0 000	3 (→ 1100)
052 198 151 G		
052 198 155 D	80 00002 4 0 050	3 (→ 1100)
052 198 155 G		
052 198 501	87 701 600	3 (→ 1100)
052 198 503	87 701 610	3 (→ 1100)
052 198 505	87 701 620	3 (→ 1100)
052 198 507	87 701 630	3 (→ 1100)
053 198 151 C	80 00012 2 0 000	37 (→ 1123)
056 105 431	87 288 690	10 (→ 1107), 11 (→ 1108), 12 (→ 1108)
056 105 431	87 290 690	4 (→ 1101), 17 (→ 1112)
056 105 431 A		
056 105 701	87 723 600	17 (→ 1112)
056 105 707	87 723 610	17 (→ 1112)
056 198 451 A	87 722 600	3 (→ 1100), 4 (→ 1101) ... 8 (→ 1105), 17 (→ 1112)
056 198 453 A	87 722 610	3 (→ 1100), 4 (→ 1101) ... 8 (→ 1105), 17 (→ 1112)
056 198 455 A	87 722 620	3 (→ 1100), 4 (→ 1101) ... 8 (→ 1105), 17 (→ 1112)
056 198 455 B	87 421 620	3 (→ 1100)
056 198 457 A	87 722 630	3 (→ 1100), 4 (→ 1101) ... 8 (→ 1105), 17 (→ 1112)
056 198 457 B	87 421 630	3 (→ 1100)
056 198 501	87 723 600	17 (→ 1112)
056 198 503	87 723 610	17 (→ 1112)
056 198 505	87 723 620	17 (→ 1112)
056 198 507	87 723 630	17 (→ 1112)
059 109 601G	331133	41 (→ 1123)
059 109 611H	331134	41 (→ 1123)
059 109 611K		
059 109 611M		
06A 107 065 G	99 870 600	37 (→ 1123)
06A 109 601E	33403	37 (→ 1123), 38 (→ 1123)



TRW
EngineComponents



CROSS REFERENCE

REF-No.		Pos (→)
VOLKSWAGEN		
065 107 065 N	93 876 600	30 (→ 1120), 31 (→ 1120)
065 107 065 R		
065 107 071 R	93 876 610	30 (→ 1120), 31 (→ 1120)
065 107 081 R	93 876 620	30 (→ 1120), 31 (→ 1120)
068 103 101 D	90 732 960	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 103 101 E	93 260 600	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 103 265 CX	50 003 358	4 (→ 1101), 5 (→ 1102), 6 (→ 1103), 7 (→ 1104), 8 (→ 1105)
068 103 265 DX		
068 103 265EX		
068 103 351 C	50 003 058	4 (→ 1101), 5 (→ 1102), 6 (→ 1103), 7 (→ 1104), 8 (→ 1105)
068 103 351 D		
068 103 351 E		
068 103 351 G		
068 103 351 K		
068 107 065 AB	93 260 600	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 065 AH		
068 107 065 AJ		
068 107 065 AL	90 732 600	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 107 065 AP		
068 107 065 AT		
068 107 065 BA	93 260 600	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 065 BC		
068 107 065 BD	90 732 600	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 107 065 BE		
068 107 065 C		
068 107 065 D	93 260 600	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 065 E		
068 107 065 F		
068 107 065 H		
068 107 065 N	90 732 600	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 107 071 AA	93 260 620	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 081	93 085 610	4 (→ 1101)
068 107 081 A		
068 107 081 AA	90 732 610	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 107 081 AB		
068 107 081 AC	93 541 630	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 081 AG	93 260 610	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 081 AK	93 541 630	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 081 AP	90 732 610	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 107 081 AQ	93 541 630	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 081 BB	93 260 610	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 081 BD	90 732 610	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 107 081 C		
068 107 081 D	93 260 610	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 081 E	93 541 630	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 081 F	93 260 610	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 081 J	90 732 610	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 107 081 K	93 260 610	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 081 R	93 541 630	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 081 S		
068 107 081 T	90 732 610	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 107 091	93 085 620	4 (→ 1101)
068 107 091 A		
068 107 091 AB	90 732 620	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 107 091 AJ	93 260 610	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 091 AJ	93 260 620	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 091 AP	90 732 620	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 107 091 AQ	93 260 620	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 091 B	90 732 620	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 107 091 BA		
068 107 091 BB	93 260 620	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 091 BD	90 732 620	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 107 091 BE		
068 107 091 C		
068 107 091 D	93 260 620	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 091 F	90 732 620	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 107 091 F	93 085 620	4 (→ 1101)
068 107 091 F	93 260 620	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 091 J	90 732 620	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)



REF-No.		Pos (→)
VOLKSWAGEN		
068 107 091 K	93 260 620	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 107 091 T	90 732 620	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 107 107 AC	90 732 610	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 107 109 AC	90 732 620	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 107 165 M	90 732 600	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 107 600		
068 107 81G	93 541 630	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
068 109 101	50 006 211	4 (→ 1101), 5 (→ 1102), 6 (→ 1103), 7 (→ 1104), 8 (→ 1105)
068 109 101 L	50 006 214	8 (→ 1105)
068 109 101B	50 006 211	4 (→ 1101), 5 (→ 1102), 6 (→ 1103), 7 (→ 1104), 8 (→ 1105)
068 109 101D		
068 109 601 D	4906	4 (→ 1101), 5 (→ 1102), 6 (→ 1103), 7 (→ 1104), 8 (→ 1105)
068 109 601 N	39144	4 (→ 1101), 5 (→ 1102), 6 (→ 1103), 7 (→ 1104), 8 (→ 1105)
068 109 611 C	33029	4 (→ 1101), 5 (→ 1102), 6 (→ 1103), 7 (→ 1104), 8 (→ 1105)
068 109 611 L	39116	4 (→ 1101), 5 (→ 1102), 6 (→ 1103), 7 (→ 1104), 8 (→ 1105)
068 109 611D	33029	4 (→ 1101), 5 (→ 1102), 6 (→ 1103), 7 (→ 1104), 8 (→ 1105)
068 198 151	90 732 600	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
068 198 155 A	80 00006 1 1 050	4 (→ 1101), 5 (→ 1102) ... 12 (→ 1108), 13 (→ 1109)
068 198 491	87 722 600	3 (→ 1100), 4 (→ 1101) ... 8 (→ 1105), 17 (→ 1112)
068 198 493	87 722 610	3 (→ 1100), 4 (→ 1101) ... 8 (→ 1105), 17 (→ 1112)
068 198 495	87 722 620	3 (→ 1100), 4 (→ 1101) ... 8 (→ 1105), 17 (→ 1112)
068 198 497	87 722 630	3 (→ 1100), 4 (→ 1101) ... 8 (→ 1105), 17 (→ 1112)
068 198 501	87 464 600	4 (→ 1101), 5 (→ 1102) ... 19 (→ 1113), 21 (→ 1114)
068 198 503	87 464 610	4 (→ 1101), 5 (→ 1102) ... 19 (→ 1113), 21 (→ 1114)
068 198 505	87 464 620	4 (→ 1101), 5 (→ 1102) ... 19 (→ 1113), 21 (→ 1114)
068 198 507	87 464 630	4 (→ 1101), 5 (→ 1102) ... 19 (→ 1113), 21 (→ 1114)
069 103 101 A	90 732 960	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
069 105 431 A	87 342 690	10 (→ 1107), 11 (→ 1108), 12 (→ 1108)
069 105 431 A	87 343 690	9 (→ 1106)
069 105 431 A	87 344 690	5 (→ 1102), 6 (→ 1103), 7 (→ 1104), 8 (→ 1105), 13 (→ 1109)
069 107 065	93 260 600	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
069 107 065 A	90 732 600	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
069 107 065 B		
069 107 065 C	93 260 600	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
069 107 065 F	90 732 600	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
069 107 065 M		
069 107 065 P		
069 107 081	93 260 610	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
069 107 081 A	90 732 610	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
069 107 081 BA		
069 107 081 C	93 541 630	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
069 107 081 D	93 260 610	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
069 107 081 E		
069 107 081 M	90 732 610	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
069 107 081 P		
069 107 091	93 260 620	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
069 107 091 A	90 732 620	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
069 107 091 D	93 260 620	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
069 107 091 E		
069 107 091 M	90 732 620	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
069 107 091 P		
069 109 601 H	39143	18 (→ 1112)
069 198 501 A	87 463 600	9 (→ 1106)
069 198 503 A	87 463 610	9 (→ 1106)
069 198 505 A	87 463 620	9 (→ 1106)
069 198 507 A	87 463 630	9 (→ 1106)
07Z 198 151	80 00011 5 0 000	32 (→ 1120), 34 (→ 1121)
070 101 302	89 082 110	43 (→ 1124)
070 198 069 B	93 293 960	43 (→ 1124)
070 198 069 E		
070 198 069 H		
070 198 151	80 00011 5 0 000	32 (→ 1120), 34 (→ 1121)
070 198 169	80 00266 4 0 000	43 (→ 1124)
070 198 467	87 978 630	15 (→ 1110), 43 (→ 1124)
070 198 469	87 978 640	15 (→ 1110), 43 (→ 1124)
070 198 471	87 732 700	15 (→ 1110), 43 (→ 1124)
070 198 473	87 732 710	15 (→ 1110), 43 (→ 1124)
072 109 611	33029	4 (→ 1101), 5 (→ 1102), 6 (→ 1103), 7 (→ 1104), 8 (→ 1105)



TRW
EngineComponents



CROSS REFERENCE

REF-No.		Pos (→
VOLKSWAGEN		
073 198 155	80 00006 1 1 050	4 (→ 1101), 5 (→ 1102) ... 12 (→ 1108), 13 (→ 1109)
074 107 065 E	99 742 700	32 (→ 1120), 34 (→ 1121)
074 107 065 F	99 743 700	32 (→ 1120), 34 (→ 1121)
074 109 101J	50 006 283	32 (→ 1120), 33 (→ 1121), 34 (→ 1121)
074 109 611	33049	18 (→ 1112)
074 198 151	80 00011 5 0 000	32 (→ 1120), 34 (→ 1121)
075 107 065 A	90 732 600	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
075 107 065 F		
075 107 081 A	90 732 610	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
075 107 091 A	90 732 620	6 (→ 1103), 7 (→ 1104), 9 (→ 1106), 11 (→ 1108)
075 107 101 H	93 260 600	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
075 107 107 E	93 541 630	5 (→ 1102), 8 (→ 1105), 10 (→ 1107), 12 (→ 1108), 13 (→ 1109)
076 198 501	87 462 600	10 (→ 1107), 11 (→ 1108), 12 (→ 1108)
076 198 503	87 462 610	10 (→ 1107), 11 (→ 1108), 12 (→ 1108)
076 198 505	87 462 620	10 (→ 1107), 11 (→ 1108), 12 (→ 1108)
076 198 507	87 462 630	10 (→ 1107), 11 (→ 1108), 12 (→ 1108)
078 109 601A	33403	37 (→ 1123), 38 (→ 1123)
078 109 601B		
078 109 601E		
078 109 601F		
078 109 611C	33416	37 (→ 1123), 38 (→ 1123)
078 198 151	80 00012 1 0 000	37 (→ 1123)
1H0 906 627	7.21903.70.0	20 (→ 1113)
1J0 906 627	7.02183.01.0	23 (→ 1115), 25 (→ 1116), 33 (→ 1121), 35 (→ 1122)
1J0 906 627 A	7.02184.01.0	23 (→ 1115), 25 (→ 1116), 33 (→ 1121), 35 (→ 1122)
1J0 906 627 B	7.00868.02.0	35 (→ 1122), 36 (→ 1122)
1K0 906 627 A		
1K0 906 627 D	7.02183.01.0	23 (→ 1115), 25 (→ 1116), 33 (→ 1121), 35 (→ 1122)
1K0 906 627 E	7.02184.01.0	23 (→ 1115), 25 (→ 1116), 33 (→ 1121), 35 (→ 1122)
111 101 311 A	88 584 110	14 (→ 1110), 15 (→ 1110)
111 198 057 A	91 350 970	14 (→ 1110)
111 198 057 F	91 350 972	14 (→ 1110)
111 198 157 A	80 00263 4 0 000	14 (→ 1110)
111 198 257 B	80 00262 4 0 000	15 (→ 1110)
111 198 465	87978620	15 (→ 1110), 43 (→ 1124)
111 198 467	87 978 630	15 (→ 1110), 43 (→ 1124)
111 198 469	87 978 640	15 (→ 1110), 43 (→ 1124)
111 198 471	87 732 700	15 (→ 1110), 43 (→ 1124)
111 198 471 OS	87 978 700	15 (→ 1110), 43 (→ 1124)
111 198 473	87 732 710	15 (→ 1110), 43 (→ 1124)
111 198 473 OS	87 978 710	15 (→ 1110), 43 (→ 1124)
111 198 477 OS	87 978 730	15 (→ 1110), 43 (→ 1124)
111 198 483 OS	87 978 810	15 (→ 1110), 43 (→ 1124)
111 198 487 OS	87 978 830	15 (→ 1110), 43 (→ 1124)
111 198 541	87 996 600	15 (→ 1110), 43 (→ 1124)
113 101 311 C	88 448 110	14 (→ 1110), 15 (→ 1110)
113 101 311 F	88 584 110	14 (→ 1110), 15 (→ 1110)
113 105 701	87 998 600	15 (→ 1110), 43 (→ 1124)
113 105 707	87 998 610	15 (→ 1110), 43 (→ 1124)
113 105 713	87 998 620	15 (→ 1110), 43 (→ 1124)
113 105 719	87 998 630	15 (→ 1110), 43 (→ 1124)
113 105 725	87 998 640	15 (→ 1110), 43 (→ 1124)
113 107 111	92 412 601	15 (→ 1110)
113 107 111 P	91 350 701	14 (→ 1110)
113 107 111 PB		
113 107 111 PG		
113 107 111 PR		
113 107 111 Q		
113 107 111 R		
113 107 111 RB		
113 107 111 RG		
113 107 111 RR		
113 107 115 P	91 350 711	14 (→ 1110)
113 107 115 PB		
113 107 115 PG		
113 107 115 PR		
113 107 115 Q		
113 107 115 R		
113 109 651 A	MK-8H	4 (→ 1101), 5 (→ 1102) ... 33 (→ 1121), 34 (→ 1121)



TRW
EngineComponents



CROSS REFERENCE

REF-No.		Pos (→)
VOLKSWAGEN		
211 107 116 A	93 293 611	43 (→ 1124)
211 107 116 B		
211 198 069	93 293 961	43 (→ 1124)
211 198 069 B	93 293 960	43 (→ 1124)
211 198 069 G		
311 101 301 B	88 451 110	39 (→ 1123), 43 (→ 1124)
311 105 431 A	87 362 690	15 (→ 1110), 43 (→ 1124)
315 198 163 A	80 00265 4 0 000	39 (→ 1123), 40 (→ 1123)
341 101 302	88 451 110	39 (→ 1123), 43 (→ 1124)
VOLVO		
06-0256	92-47011	23 (→ 1134), 24 (→ 1134) ... 34 (→ 1139), 40 (→ 1142)
06-0258	92-47013	24 (→ 1134), 25 (→ 1135) ... 33 (→ 1138), 34 (→ 1139)
11129092	81-47104	23 (→ 1134), 24 (→ 1134) ... 65 (→ 1152), 66 (→ 1152)
154 52 90	105-35037	25 (→ 1135), 26 (→ 1135) ... 38 (→ 1141), 40 (→ 1142)
1542136	89 162 110	2 (→ 1127)
1542137		
1545045	89175110	32 (→ 1138), 33 (→ 1138), 34 (→ 1139), 36 (→ 1140), 40 (→ 1142)
1545135	81-47104	23 (→ 1134), 24 (→ 1134) ... 65 (→ 1152), 66 (→ 1152)
1545261	50 005 602	58 (→ 1149), 59 (→ 1149)
1545310	87 269 600	24 (→ 1134), 26 (→ 1135) ... 36 (→ 1140), 38 (→ 1141)
1545311	87 269 610	24 (→ 1134), 26 (→ 1135) ... 34 (→ 1139), 36 (→ 1140)
1545312	87 269 620	24 (→ 1134), 26 (→ 1135) ... 34 (→ 1139), 36 (→ 1140)
1545313	87 269 630	24 (→ 1134), 26 (→ 1135) ... 34 (→ 1139), 36 (→ 1140)
1545886	92-47015	23 (→ 1134), 27 (→ 1136) ... 34 (→ 1139), 40 (→ 1142)
1675945	50 005 602	58 (→ 1149), 59 (→ 1149)
1677875	RK-8H	6 (→ 1128), 7 (→ 1128) ... 12 (→ 1129), 20 (→ 1133)
1698620	50 005 602	58 (→ 1149), 59 (→ 1149)
1699790		
175055	91 353 960	17 (→ 1131)
20405502	22221	22 (→ 1134)
20405503	22220	22 (→ 1134)
20431484	50 005 602	58 (→ 1149), 59 (→ 1149)
20510747	MK-8H	42 (→ 1142), 43 (→ 1142)
20522262	40 308 960	20 (→ 1133), 21 (→ 1133)
20565912	22220	22 (→ 1134)
20714469	22221	22 (→ 1134)
270081	77 137 600	4 (→ 1127), 6 (→ 1128), 7 (→ 1128), 8 (→ 1128), 11 (→ 1129)
270081-3		
270082	77 137 610	4 (→ 1127), 6 (→ 1128), 7 (→ 1128), 8 (→ 1128), 11 (→ 1129)
270083	77 137 620	4 (→ 1127), 6 (→ 1128), 7 (→ 1128), 8 (→ 1128), 11 (→ 1129)
270084	77 137 630	4 (→ 1127), 6 (→ 1128), 7 (→ 1128), 8 (→ 1128), 11 (→ 1129)
270085	77 137 640	4 (→ 1127), 6 (→ 1128), 7 (→ 1128), 8 (→ 1128), 11 (→ 1129)
270093	87 229 600	14 (→ 1130), 16 (→ 1131), 17 (→ 1131), 18 (→ 1132)
270093-8		
270094	87 229 610	14 (→ 1130), 16 (→ 1131), 17 (→ 1131), 18 (→ 1132)
270094-6		
270098	87 229 600	14 (→ 1130), 16 (→ 1131), 17 (→ 1131), 18 (→ 1132)
270099	87 516 600	24 (→ 1134), 26 (→ 1135) ... 33 (→ 1138), 34 (→ 1139)
270099-5		
270100	87 516 610	24 (→ 1134), 26 (→ 1135) ... 33 (→ 1138), 34 (→ 1139)
270101	87 516 620	24 (→ 1134), 26 (→ 1135) ... 33 (→ 1138), 34 (→ 1139)
270102	87 516 630	24 (→ 1134), 26 (→ 1135) ... 33 (→ 1138), 34 (→ 1139)
270105	87 562 600	48 (→ 1144), 49 (→ 1145) ... 59 (→ 1149), 61 (→ 1150)
270105-0		
270106	87 562 610	48 (→ 1144), 49 (→ 1145) ... 59 (→ 1149), 61 (→ 1150)
270107	87 562 620	48 (→ 1144), 49 (→ 1145) ... 59 (→ 1149), 61 (→ 1150)
270108	87 562 630	48 (→ 1144), 49 (→ 1145) ... 59 (→ 1149), 61 (→ 1150)
270115	87 230 600	14 (→ 1130), 16 (→ 1131), 17 (→ 1131), 18 (→ 1132)
270115-9		
270116	87 230 610	14 (→ 1130), 16 (→ 1131), 17 (→ 1131), 18 (→ 1132)
270116-7		
270117	87 230 620	14 (→ 1130), 16 (→ 1131), 17 (→ 1131), 18 (→ 1132)
270117-5		
270120	87 230 600	14 (→ 1130), 16 (→ 1131), 17 (→ 1131), 18 (→ 1132)
270124	87 269 600	24 (→ 1134), 26 (→ 1135) ... 36 (→ 1140), 38 (→ 1141)
270124-1		
270125	87 269 610	24 (→ 1134), 26 (→ 1135) ... 34 (→ 1139), 36 (→ 1140)
270125-8		



REF-No.		Pos (→)
VOLVO		
270126	87 269 620	24 (→ 1134), 26 (→ 1135) ... 34 (→ 1139), 36 (→ 1140)
270126-6		
270127	87 269 630	24 (→ 1134), 26 (→ 1135) ... 34 (→ 1139), 36 (→ 1140)
270127-4		
270130	87 271 600	51 (→ 1146), 52 (→ 1146) ... 64 (→ 1152), 66 (→ 1152)
270130-8		
270131	87 271 610	51 (→ 1146), 52 (→ 1146) ... 64 (→ 1152), 66 (→ 1152)
270131-6		
270132	87 271 620	51 (→ 1146), 52 (→ 1146) ... 64 (→ 1152), 66 (→ 1152)
270132-4		
270133	87 271 630	51 (→ 1146), 52 (→ 1146) ... 64 (→ 1152), 66 (→ 1152)
270133-2		
270139	77 138 600	4 (→ 1127), 6 (→ 1128), 7 (→ 1128), 8 (→ 1128), 11 (→ 1129)
270139-9		
270140	77 138 610	4 (→ 1127), 6 (→ 1128), 7 (→ 1128), 8 (→ 1128), 11 (→ 1129)
270140-7		
270141	77 138 620	4 (→ 1127), 6 (→ 1128), 7 (→ 1128), 8 (→ 1128), 11 (→ 1129)
270141-5		
270426	77 139 600	4 (→ 1127), 6 (→ 1128), 7 (→ 1128), 8 (→ 1128), 11 (→ 1129)
270426-0		
270432	87 228 600	14 (→ 1130), 16 (→ 1131), 17 (→ 1131), 18 (→ 1132)
270432-8		
270433	87 228 610	14 (→ 1130), 16 (→ 1131), 17 (→ 1131), 18 (→ 1132)
270433-6		
270434	87 228 620	14 (→ 1130), 16 (→ 1131), 17 (→ 1131), 18 (→ 1132)
270434-4		
270437	87 228 600	14 (→ 1130), 16 (→ 1131), 17 (→ 1131), 18 (→ 1132)
270438	87 515 600	24 (→ 1134), 26 (→ 1135) ... 36 (→ 1140), 38 (→ 1141)
270438-5		
270439	87 515 610	24 (→ 1134), 26 (→ 1135) ... 34 (→ 1139), 36 (→ 1140)
270439-3		
270440	87 515 620	24 (→ 1134), 26 (→ 1135) ... 34 (→ 1139), 36 (→ 1140)
270440-1		
270441	87 515 630	24 (→ 1134), 26 (→ 1135) ... 34 (→ 1139), 36 (→ 1140)
270441-9		
270449	87 561 600	48 (→ 1144), 49 (→ 1145) ... 64 (→ 1152), 66 (→ 1152)
270449-2		
270450	87 561 610	48 (→ 1144), 49 (→ 1145) ... 64 (→ 1152), 66 (→ 1152)
270450-0		
270451	87 561 620	48 (→ 1144), 49 (→ 1145) ... 64 (→ 1152), 66 (→ 1152)
270451-8		
270452	87 561 630	48 (→ 1144), 49 (→ 1145) ... 64 (→ 1152), 66 (→ 1152)
270452-6		
271057	87 562 600	48 (→ 1144), 49 (→ 1145) ... 59 (→ 1149), 61 (→ 1150)
271058	87 562 610	48 (→ 1144), 49 (→ 1145) ... 59 (→ 1149), 61 (→ 1150)
271059	87 562 620	48 (→ 1144), 49 (→ 1145) ... 59 (→ 1149), 61 (→ 1150)
271060	87 562 630	48 (→ 1144), 49 (→ 1145) ... 59 (→ 1149), 61 (→ 1150)
271214	87 836 600	1 (→ 1127)
271214-9		
271215	87 836 610	1 (→ 1127)
271215-6		
271216	87 836 620	1 (→ 1127)
271216-4		
271230	77 139 600	4 (→ 1127), 6 (→ 1128), 7 (→ 1128), 8 (→ 1128), 11 (→ 1129)
271230-5		
271231	77 139 610	4 (→ 1127), 6 (→ 1128), 7 (→ 1128), 8 (→ 1128), 11 (→ 1129)
271231-3		
271232	77 139 620	4 (→ 1127), 6 (→ 1128), 7 (→ 1128), 8 (→ 1128), 11 (→ 1129)
271232-1		
275 304 - 4	80 00281 6 1 000	24 (→ 1134), 25 (→ 1135) ... 35 (→ 1140), 39 (→ 1141)
275024	91 355 960	4 (→ 1127)
275025	91 354 960	14 (→ 1130)
275026	91 360 960	24 (→ 1134), 25 (→ 1135), 26 (→ 1135)
275027	91 353 960	17 (→ 1131)
275029	91 354 960	14 (→ 1130)
275036	91 359 960	29 (→ 1136), 30 (→ 1137), 31 (→ 1137), 35 (→ 1140), 39 (→ 1141)
275037	91 355 960	4 (→ 1127)
275038	91 360 600	24 (→ 1134), 25 (→ 1135), 26 (→ 1135)
275038	91 360 960	24 (→ 1134), 25 (→ 1135), 26 (→ 1135)
275039	91 354 960	14 (→ 1130)



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REF-No.		Pos (→)
VOLVO		
275040	91 353 960	17 (→ 1131)
275042	93 250 960	57 (→ 1148)
275047		
275051	89 084 110	45 (→ 1143), 48 (→ 1144) ... 62 (→ 1151), 66 (→ 1152)
275052	93 471 960	2 (→ 1127)
275054	92 827 960	18 (→ 1132), 19 (→ 1132)
275055	91 353 960	17 (→ 1131)
275056	91 359 960	29 (→ 1136), 30 (→ 1137), 31 (→ 1137), 35 (→ 1140), 39 (→ 1141)
275059	93 249 960	45 (→ 1143), 48 (→ 1144), 50 (→ 1145), 51 (→ 1146), 60 (→ 1150)
275060	93 250 960	57 (→ 1148)
275061	93 369 970	49 (→ 1145), 58 (→ 1149), 59 (→ 1149), 62 (→ 1151), 66 (→ 1152)
275063	93 471 960	2 (→ 1127)
275068	93 734 960	32 (→ 1138), 33 (→ 1138), 34 (→ 1139), 36 (→ 1140), 40 (→ 1142)
275069	93 369 970	49 (→ 1145), 58 (→ 1149), 59 (→ 1149), 62 (→ 1151), 66 (→ 1152)
275070	92 827 960	18 (→ 1132), 19 (→ 1132)
275073	93 250 960	57 (→ 1148)
275074	93 249 960	45 (→ 1143), 48 (→ 1144), 50 (→ 1145), 51 (→ 1146), 60 (→ 1150)
275077	93 734 960	32 (→ 1138), 33 (→ 1138), 34 (→ 1139), 36 (→ 1140), 40 (→ 1142)
275083		
275084	80 00282 6 0 000	29 (→ 1136), 31 (→ 1137) ... 36 (→ 1140), 40 (→ 1142)
275085	93 369 970	49 (→ 1145), 58 (→ 1149), 59 (→ 1149), 62 (→ 1151), 66 (→ 1152)
275087	93 369 971	49 (→ 1145), 58 (→ 1149), 59 (→ 1149), 62 (→ 1151), 66 (→ 1152)
275088	93 369 970	49 (→ 1145), 58 (→ 1149), 59 (→ 1149), 62 (→ 1151), 66 (→ 1152)
275089	93 734 961	32 (→ 1138), 33 (→ 1138), 34 (→ 1139), 36 (→ 1140), 40 (→ 1142)
275092	90 924 960	52 (→ 1146), 53 (→ 1147)
275097	93 369 971	49 (→ 1145), 58 (→ 1149), 59 (→ 1149), 62 (→ 1151), 66 (→ 1152)
275099	91 359 960	29 (→ 1136), 30 (→ 1137), 31 (→ 1137), 35 (→ 1140), 39 (→ 1141)
275100	91 360 960	24 (→ 1134), 25 (→ 1135), 26 (→ 1135)
275303	80 00281 1 2 000	24 (→ 1134), 25 (→ 1135) ... 35 (→ 1140), 39 (→ 1141)
275303	80 00281 6 0 000	24 (→ 1134), 25 (→ 1135) ... 35 (→ 1140), 39 (→ 1141)
275304		
275308	80 00278 1 1 000	14 (→ 1130), 17 (→ 1131)
275313	80 00282 6 0 000	29 (→ 1136), 31 (→ 1137) ... 36 (→ 1140), 40 (→ 1142)
275375	80 00279 1 0 000	18 (→ 1132), 19 (→ 1132)
275375-4		
275379	91 354 960	14 (→ 1130)
275383	92 827 960	18 (→ 1132), 19 (→ 1132)
275384	91 353 960	17 (→ 1131)
275385	93 249 960	45 (→ 1143), 48 (→ 1144), 50 (→ 1145), 51 (→ 1146), 60 (→ 1150)
275386	93 250 960	57 (→ 1148)
275393	93 249 961	45 (→ 1143), 48 (→ 1144), 50 (→ 1145), 51 (→ 1146), 60 (→ 1150)
275396	93 734 960	32 (→ 1138), 33 (→ 1138), 34 (→ 1139), 36 (→ 1140), 40 (→ 1142)
275397	93 369 970	49 (→ 1145), 58 (→ 1149), 59 (→ 1149), 62 (→ 1151), 66 (→ 1152)
275398		
275399	93 369 971	49 (→ 1145), 58 (→ 1149), 59 (→ 1149), 62 (→ 1151), 66 (→ 1152)
275626		
275627	93 734 961	32 (→ 1138), 33 (→ 1138), 34 (→ 1139), 36 (→ 1140), 40 (→ 1142)
275633	90 924 960	52 (→ 1146), 53 (→ 1147)
275647	99 750 600	37 (→ 1141), 38 (→ 1141), 41 (→ 1142)
275859		
276 905	80 00706 1 0 000	20 (→ 1133), 21 (→ 1133)
276197	80 00395 1 0 000	37 (→ 1141), 38 (→ 1141), 41 (→ 1142)
276197-7		
276754	78 933 800	14 (→ 1130), 16 (→ 1131), 17 (→ 1131), 18 (→ 1132)
276754-9		
276758	78 745 600	24 (→ 1134), 26 (→ 1135) ... 34 (→ 1139), 36 (→ 1140)
276758-0		
276791	78 520 600	48 (→ 1144), 49 (→ 1145) ... 64 (→ 1152), 66 (→ 1152)
276791-1		
276859	99 750 960	37 (→ 1141), 38 (→ 1141), 41 (→ 1142)
276894	77 842 600	20 (→ 1133), 21 (→ 1133)
276909	77 843 600	20 (→ 1133), 21 (→ 1133)
276938	40 308 960	20 (→ 1133), 21 (→ 1133)
3184802	50005602	58 (→ 1149), 59 (→ 1149)
3184802-1		
3547603	81-4719	3 (→ 1127)
3825519	90 924 960	52 (→ 1146), 53 (→ 1147)
3836125	90 924 962	52 (→ 1146), 53 (→ 1147)



REF-No.		Pos (→)
VOLVO		
3978766	48323	20 (→ 1133)
3978768	48322	20 (→ 1133)
414559	87 516 600	24 (→ 1134), 26 (→ 1135) ... 33 (→ 1138), 34 (→ 1139)
418223	87 836 600	1 (→ 1127)
419643	MK-8H	42 (→ 1142), 43 (→ 1142)
419652	81-4716	3 (→ 1127)
419653	81-4717	3 (→ 1127)
420090	88 470 110	4 (→ 1127)
420094		
420257	77 168 690	4 (→ 1127), 6 (→ 1128), 7 (→ 1128), 8 (→ 1128), 11 (→ 1129)
420534	89 352 110	6 (→ 1128), 9 (→ 1129), 11 (→ 1129), 12 (→ 1129)
420553	48114	6 (→ 1128), 7 (→ 1128) ... 11 (→ 1129), 12 (→ 1129)
420553-0		
4205530		
421011	92-47001	14 (→ 1130), 15 (→ 1131) ... 18 (→ 1132), 19 (→ 1132)
421110	91353600	17 (→ 1131)
421111		
421112		
421113		
421114		
421115		
421297	81-47104	23 (→ 1134), 24 (→ 1134) ... 65 (→ 1152), 66 (→ 1152)
421431A	88 868 110	14 (→ 1130), 17 (→ 1131), 18 (→ 1132), 19 (→ 1132)
421432D		
421433C		
421434D		
421435E		
421680	48302	14 (→ 1130), 15 (→ 1131) ... 18 (→ 1132), 19 (→ 1132)
422011	50 004 873	24 (→ 1134), 29 (→ 1136), 33 (→ 1138)
422011	92-47005	26 (→ 1135)
422011-7	50 004 873	24 (→ 1134), 29 (→ 1136), 33 (→ 1138)
422012	50 004 874	24 (→ 1134), 29 (→ 1136), 33 (→ 1138)
422012	92-47006	26 (→ 1135)
422012-5	50 004 874	24 (→ 1134), 29 (→ 1136), 33 (→ 1138)
422016	105-34131	24 (→ 1134), 25 (→ 1135) ... 37 (→ 1141), 40 (→ 1142)
422016-6		
422017	48301	24 (→ 1134), 25 (→ 1135) ... 37 (→ 1141), 40 (→ 1142)
422017-4		
422093	88 476 110	24 (→ 1134), 25 (→ 1135) ... 35 (→ 1140), 39 (→ 1141)
422285	48301	24 (→ 1134), 25 (→ 1135) ... 37 (→ 1141), 40 (→ 1142)
422320	81-47109	23 (→ 1134), 24 (→ 1134) ... 65 (→ 1152), 66 (→ 1152)
422530	91359600	29 (→ 1136), 30 (→ 1137), 31 (→ 1137), 35 (→ 1140), 39 (→ 1141)
422531		
422532		
422533		
422534		
422535		
422536		
422762	81-47116	27 (→ 1136)
423011	50 004 875	57 (→ 1148), 58 (→ 1149), 59 (→ 1149), 61 (→ 1150)
423011	92-47007	32 (→ 1138), 44 (→ 1142) ... 66 (→ 1152), 67 (→ 1153)
423011-6	50 004 875	57 (→ 1148), 58 (→ 1149), 59 (→ 1149), 61 (→ 1150)
423016	105-34610	48 (→ 1144), 49 (→ 1145), 57 (→ 1148), 65 (→ 1152)
423016-5		
423017	105-34611	48 (→ 1144), 49 (→ 1145), 57 (→ 1148), 65 (→ 1152)
423017-3		
423083	87 561 600	48 (→ 1144), 49 (→ 1145) ... 64 (→ 1152), 66 (→ 1152)
423084		
423158	87 562 600	48 (→ 1144), 49 (→ 1145) ... 59 (→ 1149), 61 (→ 1150)
423310	93 250 600	57 (→ 1148)
460803	48303	48 (→ 1144), 49 (→ 1145) ... 65 (→ 1152), 66 (→ 1152)
460803-3		
463771	81-4719	3 (→ 1127)
465157	81-4720	6 (→ 1128), 7 (→ 1128) ... 11 (→ 1129), 12 (→ 1129)
465284	RK-8	6 (→ 1128), 7 (→ 1128) ... 11 (→ 1129), 12 (→ 1129)
465381	48302	14 (→ 1130), 15 (→ 1131) ... 18 (→ 1132), 19 (→ 1132)
465381-1		
465548	48114	6 (→ 1128), 7 (→ 1128) ... 11 (→ 1129), 12 (→ 1129)



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REF-No.		Pos (→)
VOLVO		
465549	48115	6 (→ 1128), 7 (→ 1128) ... 11 (→ 1129), 12 (→ 1129)
465549-4		
4655494		
465808	89 352 110	6 (→ 1128), 9 (→ 1129), 11 (→ 1129), 12 (→ 1129)
465816	77 168 690	4 (→ 1127), 6 (→ 1128), 7 (→ 1128), 8 (→ 1128), 11 (→ 1129)
466070	91 354 600	14 (→ 1130)
466071		
466072		
466073		
466074		
466075		
466076		
466080	91 353 600	17 (→ 1131)
466081		
466082		
466083		
466084		
466085		
466086		
466260A	88 868 110	14 (→ 1130), 17 (→ 1131), 18 (→ 1132), 19 (→ 1132)
466261A		
466262B		
466263C		
466264D		
466265E		
466266	92-47003	14 (→ 1130), 15 (→ 1131) ... 18 (→ 1132), 19 (→ 1132)
466266F	88 868 110	14 (→ 1130), 17 (→ 1131), 18 (→ 1132), 19 (→ 1132)
466379	105-35099	14 (→ 1130), 15 (→ 1131) ... 18 (→ 1132), 19 (→ 1132)
466379-5		
4663795		
466386	81-47112	14 (→ 1130), 15 (→ 1131) ... 18 (→ 1132), 19 (→ 1132)
466714	92 827 600	18 (→ 1132), 19 (→ 1132)
467474	92-47011	23 (→ 1134), 24 (→ 1134) ... 34 (→ 1139), 40 (→ 1142)
467475	92-47013	24 (→ 1134), 25 (→ 1135) ... 33 (→ 1138), 34 (→ 1139)
467502	105-35037	25 (→ 1135), 26 (→ 1135) ... 38 (→ 1141), 40 (→ 1142)
467502-1		
4675021		
467503	48151	25 (→ 1135), 26 (→ 1135) ... 38 (→ 1141), 40 (→ 1142)
467682		
467855		
467855-3		
4678553		
468302	105-34949	48 (→ 1144), 49 (→ 1145) ... 65 (→ 1152), 66 (→ 1152)
468302-5		
468303	48303	48 (→ 1144), 49 (→ 1145) ... 65 (→ 1152), 66 (→ 1152)
468303-3		
468305	RK-11H	14 (→ 1130), 15 (→ 1131) ... 65 (→ 1152), 66 (→ 1152)
468448	50 004 876	57 (→ 1148), 58 (→ 1149), 59 (→ 1149), 61 (→ 1150)
468448	92-47009	32 (→ 1138), 44 (→ 1142) ... 66 (→ 1152), 67 (→ 1153)
468448-6	50 004 876	57 (→ 1148), 58 (→ 1149), 59 (→ 1149), 61 (→ 1150)
468590	93 249 600	45 (→ 1143), 48 (→ 1144), 50 (→ 1145), 51 (→ 1146), 60 (→ 1150)
468591		
468592		
468593		
468594		
468595		
468596		
468597		
468750	93 250 600	57 (→ 1148)
468751		
468752		
468753		
468754		
468755		
468756		
468757		
468836	89 084 110	45 (→ 1143), 48 (→ 1144) ... 62 (→ 1151), 66 (→ 1152)
470170	93 369 700	49 (→ 1145), 58 (→ 1149), 59 (→ 1149), 62 (→ 1151), 66 (→ 1152)
470174		
470286	89 328 110	45 (→ 1143), 48 (→ 1144) ... 66 (→ 1152), 67 (→ 1153)



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REF-No.		Pos (→)
VOLVO		
470305	87 271 600	51 (→ 1146), 52 (→ 1146) ... 64 (→ 1152), 66 (→ 1152)
470954	93 369 700	49 (→ 1145), 58 (→ 1149), 59 (→ 1149), 62 (→ 1151), 66 (→ 1152)
471195	48302	14 (→ 1130), 15 (→ 1131) ... 18 (→ 1132), 19 (→ 1132)
471195-8		
471364	71 828 890	14 (→ 1130), 16 (→ 1131), 17 (→ 1131), 18 (→ 1132)
471710	89370110	18 (→ 1132), 19 (→ 1132)
477877	81-47106	20 (→ 1133)
478101	90 924 600	52 (→ 1146), 53 (→ 1147)
478102		
478110		
478140	89 399 110	13 (→ 1130), 45 (→ 1143) ... 66 (→ 1152), 67 (→ 1153)
478149		
478181	93 369 700	49 (→ 1145), 58 (→ 1149), 59 (→ 1149), 62 (→ 1151), 66 (→ 1152)
478182		
478190	90 924 600	52 (→ 1146), 53 (→ 1147)
478845	50 005 602	58 (→ 1149), 59 (→ 1149)
479204	105-35037	25 (→ 1135), 26 (→ 1135) ... 38 (→ 1141), 40 (→ 1142)
479205		
479261	48324	27 (→ 1136), 28 (→ 1136)
479370	99 750 600	37 (→ 1141), 38 (→ 1141), 41 (→ 1142)
479380	89 532 110	37 (→ 1141), 38 (→ 1141), 41 (→ 1142)
479600	89 427 110	32 (→ 1138), 33 (→ 1138), 34 (→ 1139), 36 (→ 1140), 40 (→ 1142)
479604		
479931	50 005 602	58 (→ 1149), 59 (→ 1149)
533124	91 353 600	17 (→ 1131)
540167	88 476 110	24 (→ 1134), 25 (→ 1135) ... 35 (→ 1140), 39 (→ 1141)
540351	89 084 110	45 (→ 1143), 48 (→ 1144) ... 62 (→ 1151), 66 (→ 1152)
545671		
6420491	99 750 600	37 (→ 1141), 38 (→ 1141), 41 (→ 1142)
727502	91 355 960	4 (→ 1127)
7275024		
7275026	91 360 960	24 (→ 1134), 25 (→ 1135), 26 (→ 1135)
727503	91 355 960	4 (→ 1127)
7275036	91 359 960	29 (→ 1136), 30 (→ 1137), 31 (→ 1137), 35 (→ 1140), 39 (→ 1141)
7466070	91 354 600	14 (→ 1130)
8149937	50 005 602	58 (→ 1149), 59 (→ 1149)
8149937-8		
8194223	48324	27 (→ 1136), 28 (→ 1136)
8194224	48151	25 (→ 1135), 26 (→ 1135) ... 38 (→ 1141), 40 (→ 1142)
842080	48302	14 (→ 1130), 15 (→ 1131) ... 18 (→ 1132), 19 (→ 1132)
842080-4		
875638	91 353 960	17 (→ 1131)
875707	93 471 960	2 (→ 1127)
875722		
875837	93 369 970	49 (→ 1145), 58 (→ 1149), 59 (→ 1149), 62 (→ 1151), 66 (→ 1152)
876 634	99 966 961	46 (→ 1143), 47 (→ 1144)
876074	80 00362 1 0 000	13 (→ 1130), 46 (→ 1143) ... 64 (→ 1152), 67 (→ 1153)
876083	93 369 971	49 (→ 1145), 58 (→ 1149), 59 (→ 1149), 62 (→ 1151), 66 (→ 1152)
876189	99 488 960	55 (→ 1147), 64 (→ 1152), 67 (→ 1153)
876190	99 488 961	55 (→ 1147), 64 (→ 1152), 67 (→ 1153)
876199	99 408 960	11 (→ 1129), 12 (→ 1129)
876233	99 488 960	55 (→ 1147), 64 (→ 1152), 67 (→ 1153)
876558	99 365 960	68 (→ 1153)
876842	99 488 961	55 (→ 1147), 64 (→ 1152), 67 (→ 1153)
VOLVO-BM		
VOE 20405516	79 268 600	33 (→ 1169), 34 (→ 1169), 35 (→ 1170)
VOE 20405899	79 243 600	33 (→ 1169), 34 (→ 1169), 35 (→ 1170)
VOE 20565150	79 269 600	33 (→ 1169), 34 (→ 1169), 35 (→ 1170)
20405516	79 268 600	33 (→ 1169), 34 (→ 1169), 35 (→ 1170)
20405899	79 243 600	33 (→ 1169), 34 (→ 1169), 35 (→ 1170)
20565150	79 269 600	33 (→ 1169), 34 (→ 1169), 35 (→ 1170)
WAUKESHA		
300304K	99 393 600	1 (→ 1180)
ZETOR		
1180 1105	89 058 110	11 (→ 1190), 12 (→ 1190), 13 (→ 1191), 14 (→ 1191), 15 (→ 1192)
2800 0200 2	88 877 110	18 (→ 1192), 19 (→ 1193) ... 22 (→ 1193), 23 (→ 1194)
3950 116	88 480 110	2 (→ 1187), 3 (→ 1187), 4 (→ 1187), 6 (→ 1188)



TRW
EngineComponents



CROSS REFERENCE

REF-No.	  	Pos (→ )
ZETOR		
4-80005014	4484	18 (→ 1192)
480005014		
4-80005015	4144	18 (→ 1192)
480005015		
5501 0018	93 725 960	2 (→ 1187), 3 (→ 1187), 4 (→ 1187), 6 (→ 1188)
5501 0305	93 725 600	2 (→ 1187), 3 (→ 1187), 4 (→ 1187), 6 (→ 1188)
5501 0334		
5711 0019	93 725 960	2 (→ 1187), 3 (→ 1187), 4 (→ 1187), 6 (→ 1188)
5901 0156	88 829 110	7 (→ 1188), 9 (→ 1189), 10 (→ 1189)
6701 0124		
6901 0153	89 058 110	11 (→ 1190), 12 (→ 1190), 13 (→ 1191), 14 (→ 1191), 15 (→ 1192)
6901 0168		
8000 2002	88 877 110	18 (→ 1192), 19 (→ 1193) ... 22 (→ 1193), 23 (→ 1194)
8900 2002		
8900 3912	93 891 600	18 (→ 1192), 19 (→ 1193), 23 (→ 1194)
9501 16	88 480 110	2 (→ 1187), 3 (→ 1187), 4 (→ 1187), 6 (→ 1188)
950505	4297	2 (→ 1187), 3 (→ 1187), 4 (→ 1187)
950506	4298	2 (→ 1187), 3 (→ 1187), 4 (→ 1187)



TRW
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DE Vergleichsliste Motoren

EN Engine Cross Reference

FR Liste comparative des moteurs

ES Lista de referencias cruzadas

RU Сравнительный перечень для двигателей





Engine	see		Engine	see	
DETROIT DIESEL			DETROIT DIESEL		
MBE 376.980	OM 376.980 (USA)	MERCEDES-BENZ 713	MBE 460.977	OM 460.977	MERCEDES-BENZ 959
MBE 376.981	OM 376.981 (USA)	MERCEDES-BENZ 713	MBE 460.978	OM 460.978	MERCEDES-BENZ 959
MBE 376.982	OM 376.982 (USA)	MERCEDES-BENZ 713	MBE 460.979	OM 460.979	MERCEDES-BENZ 959
MBE 460.900	OM 460.900 (USA)	MERCEDES-BENZ 958	MBE 460.980	OM 460.980	MERCEDES-BENZ 959
MBE 460.901	OM 460.901 (USA)	MERCEDES-BENZ 958	MBE 460.981	OM 460.981	MERCEDES-BENZ 959
MBE 460.902	OM 460.902 (USA)	MERCEDES-BENZ 958	MBE 900.910	OM 900.910	MERCEDES-BENZ 733
MBE 460.903	OM 460.903 (USA)	MERCEDES-BENZ 958	MBE 902.910	OM 902.910	MERCEDES-BENZ 734
MBE 460.904	OM 460.904 (USA)	MERCEDES-BENZ 958	MBE 902.911	OM 902.911	MERCEDES-BENZ 734
MBE 460.905	OM 460.905 (USA)	MERCEDES-BENZ 958	MBE 902.912	OM 902.912	MERCEDES-BENZ 734
MBE 460.906	OM 460.906 (USA)	MERCEDES-BENZ 958	MBE 902.919	OM 902.919	MERCEDES-BENZ 735
MBE 460.907	OM 460.907 (USA)	MERCEDES-BENZ 958	MBE 902.920	OM 902.920	MERCEDES-BENZ 735
MBE 460.908	OM 460.908 (USA)	MERCEDES-BENZ 958	MBE 902.921	OM 902.921	MERCEDES-BENZ 735
MBE 460.909	OM 460.909 (USA)	MERCEDES-BENZ 958	MBE 902.922	OM 902.922	MERCEDES-BENZ 735
MBE 460.910	OM 460.910	MERCEDES-BENZ 958	MBE 904.904	OM 904.904	MERCEDES-BENZ 737
MBE 460.911	OM 460.911	MERCEDES-BENZ 958	MBE 904.905	OM 904.905	MERCEDES-BENZ 737
MBE 460.912	OM 460.912	MERCEDES-BENZ 958	MBE 904.906	OM 904.906	MERCEDES-BENZ 737
MBE 460.913	OM 460.913	MERCEDES-BENZ 958	MBE 904.907	OM 904.907	MERCEDES-BENZ 737
MBE 460.914	OM 460.914	MERCEDES-BENZ 958	MBE 904.908	OM 904.908	MERCEDES-BENZ 737
MBE 460.915	OM 460.915	MERCEDES-BENZ 958	MBE 904.909	OM 904.909	MERCEDES-BENZ 737
MBE 460.916	OM 460.916	MERCEDES-BENZ 958	MBE 904.910	OM 904.910	MERCEDES-BENZ 737
MBE 460.917	OM 460.917	MERCEDES-BENZ 958	MBE 904.911	OM 904.911	MERCEDES-BENZ 737
MBE 460.918	OM 460.918	MERCEDES-BENZ 958	MBE 904.912	OM 904.912	MERCEDES-BENZ 737
MBE 460.919	OM 460.919	MERCEDES-BENZ 958	MBE 904.918	OM 904.918	MERCEDES-BENZ 737
MBE 460.920	OM 460.920	MERCEDES-BENZ 958	MBE 904.919	OM 904.919	MERCEDES-BENZ 737
MBE 460.921	OM 460.921	MERCEDES-BENZ 958	MBE 904.920	OM 904.920	MERCEDES-BENZ 737
MBE 460.922	OM 460.922	MERCEDES-BENZ 958	MBE 904.921	OM 904.921	MERCEDES-BENZ 737
MBE 460.923	OM 460.923	MERCEDES-BENZ 958	MBE 904.922	OM 904.922	MERCEDES-BENZ 737
MBE 460.925	OM 460.925	MERCEDES-BENZ 959	MBE 904.923	OM 904.923	MERCEDES-BENZ 737
MBE 460.926	OM 460.926	MERCEDES-BENZ 959	MBE 904.924	OM 904.924	MERCEDES-BENZ 737
MBE 460.927	OM 460.927	MERCEDES-BENZ 959	MBE 904.925	OM 904.925	MERCEDES-BENZ 737
MBE 460.929	OM 460.929	MERCEDES-BENZ 958	MBE 904.926	OM 904.926 (USA)	MERCEDES-BENZ 740
MBE 460.931	OM 460.931	MERCEDES-BENZ 958	MBE 904.929	OM 904.929	MERCEDES-BENZ 737
MBE 460.932	OM 460.932	MERCEDES-BENZ 959	MBE 904.930	OM 904.930	MERCEDES-BENZ 737
MBE 460.933	OM 460.933	MERCEDES-BENZ 959	MBE 904.931	OM 904.931	MERCEDES-BENZ 737
MBE 460.934	OM 460.934	MERCEDES-BENZ 959	MBE 904.932	OM 904.932	MERCEDES-BENZ 740
MBE 460.935	OM 460.935	MERCEDES-BENZ 959	MBE 904.932	OM 904.932 (MEX)	MERCEDES-BENZ 740
MBE 460.936	OM 460.936	MERCEDES-BENZ 959	MBE 904.933	OM 904.933 (USA)	MERCEDES-BENZ 740
MBE 460.937	OM 460.937	MERCEDES-BENZ 959	MBE 904.934	OM 904.934 (MEX)	MERCEDES-BENZ 740
MBE 460.938	OM 460.938	MERCEDES-BENZ 959	MBE 904.935	OM 904.935 (MEX)	MERCEDES-BENZ 740
MBE 460.939	OM 460.939	MERCEDES-BENZ 959	MBE 904.937	OM 904.937 (USA)	MERCEDES-BENZ 740
MBE 460.940	OM 460.940	MERCEDES-BENZ 959	MBE 904.938	OM 904.938	MERCEDES-BENZ 737
MBE 460.941	OM 460.941	MERCEDES-BENZ 959	MBE 904.939	OM 904.939 (USA)	MERCEDES-BENZ 740
MBE 460.942	OM 460.942	MERCEDES-BENZ 959	MBE 904.940	OM 904.940 (USA)	MERCEDES-BENZ 740
MBE 460.943	OM 460.943	MERCEDES-BENZ 959	MBE 904.941	OM 904.941	MERCEDES-BENZ 737
MBE 460.944	OM 460.944	MERCEDES-BENZ 959	MBE 904.943	OM 904.943	MERCEDES-BENZ 737
MBE 460.945	OM 460.945	MERCEDES-BENZ 959	MBE 904.945	OM 904.945	MERCEDES-BENZ 740
MBE 460.946	OM 460.946	MERCEDES-BENZ 959	MBE 904.948	OM 904.948	MERCEDES-BENZ 740
MBE 460.947	OM 460.947	MERCEDES-BENZ 959	MBE 904.949	OM 904.949	MERCEDES-BENZ 740
MBE 460.948	OM 460.948	MERCEDES-BENZ 959	MBE 904.954	OM 904.956 (MEX)	MERCEDES-BENZ 740
MBE 460.949	OM 460.949	MERCEDES-BENZ 959	MBE 904.955	OM 904.955	MERCEDES-BENZ 737
MBE 460.950	OM 460.950	MERCEDES-BENZ 959	MBE 904.956	OM 904.956 (MEX)	MERCEDES-BENZ 740
MBE 460.960	OM 460.960	MERCEDES-BENZ 960	MBE 904.957	OM 904.957	MERCEDES-BENZ 737
MBE 460.970	OM 460.970	MERCEDES-BENZ 960	MBE 904.959	OM 904.959	MERCEDES-BENZ 737
MBE 460.971	OM 460.971	MERCEDES-BENZ 960	MBE 904.962	OM 904.962	MERCEDES-BENZ 737
MBE 460.975	OM 460.975	MERCEDES-BENZ 959	MBE 904.965	OM 904.965	MERCEDES-BENZ 740
MBE 460.976	OM 460.976	MERCEDES-BENZ 959	MBE 904.966	OM 904.966	MERCEDES-BENZ 740
			MBE 904.967	OM 904.967	MERCEDES-BENZ 740
			MBE 904.968	OM 904.968	MERCEDES-BENZ 740
			MBE 904.970	OM 904.970	MERCEDES-BENZ 740



Engine	see		Engine	see	
DETROIT DIESEL			DETROIT DIESEL		
MBE 904.971	OM 904.971	MERCEDES-BENZ 743	MBE 909.970	OM 909.970	MERCEDES-BENZ 732
MBE 904.972	OM 904.972	MERCEDES-BENZ 740	MBE 909.971	OM 909.971	MERCEDES-BENZ 732
MBE 904.973	OM 904.973	MERCEDES-BENZ 743	MBE 924.910	OM 924.910	MERCEDES-BENZ 759
MBE 904.974	OM 904.974	MERCEDES-BENZ 740	MBE 924.912	OM 924.912	MERCEDES-BENZ 759
MBE 906.910	OM 906.910	MERCEDES-BENZ 732	MBE 924.914	OM 924.914	MERCEDES-BENZ 759
MBE 906.911	OM 906.911	MERCEDES-BENZ 732	MBE 924.916	OM 924.916	MERCEDES-BENZ 760
MBE 906.912	OM 906.912	MERCEDES-BENZ 732	MBE 924.917	OM 924.917	MERCEDES-BENZ 761
MBE 906.913	OM 906.913	MERCEDES-BENZ 732	MBE 924.919	OM 924.919	MERCEDES-BENZ 761
MBE 906.914	OM 906.914	MERCEDES-BENZ 732	MBE 924.920	OM 924.920	MERCEDES-BENZ 760
MBE 906.917	OM 906.917	MERCEDES-BENZ 732	MBE 926.910	OM 926.910	MERCEDES-BENZ 762
MBE 906.918	OM 906.918	MERCEDES-BENZ 732	MBE 926.914	OM 926.914	MERCEDES-BENZ 764
MBE 906.919	OM 906.919	MERCEDES-BENZ 732	MBE 926.915	OM 926.915	MERCEDES-BENZ 764
MBE 906.920	OM 906.920	MERCEDES-BENZ 732	MBE 926.916	OM 926.916	MERCEDES-BENZ 765
MBE 906.921	OM 906.921	MERCEDES-BENZ 732	MBE 926.917	OM 926.917	MERCEDES-BENZ 765
MBE 906.922	OM 906.922	MERCEDES-BENZ 732	MBE 926.920	OM 926.920	MERCEDES-BENZ 765
MBE 906.923	OM 906.923	MERCEDES-BENZ 732	MBE 926.924	OM 926.924	MERCEDES-BENZ 765
MBE 906.924	OM 906.924	MERCEDES-BENZ 732	MBE 926.926	OM 926.926	MERCEDES-BENZ 767
MBE 906.929	OM 906.929 (USA)	MERCEDES-BENZ 746	MBE 926.927	OM 926.927	MERCEDES-BENZ 765
MBE 906.930	OM 906.930	MERCEDES-BENZ 732	MBE 926.928	OM 926.928	MERCEDES-BENZ 765
MBE 906.931	OM 906.931	MERCEDES-BENZ 732	MBE 926.932	OM 926.932	MERCEDES-BENZ 767
MBE 906.932	OM 906.932	MERCEDES-BENZ 746			
MBE 906.933	OM 906.933	MERCEDES-BENZ 732			
MBE 906.934	OM 906.934	MERCEDES-BENZ 732			
MBE 906.937	OM 906.937	MERCEDES-BENZ 748			
MBE 906.938	OM 906.938	MERCEDES-BENZ 748			
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MBE 906.944	OM 906.944	MERCEDES-BENZ 746			
MBE 906.945	OM 906.945	MERCEDES-BENZ 746			
MBE 906.946	OM 906.946	MERCEDES-BENZ 746			
MBE 906.947	OM 906.947	MERCEDES-BENZ 732			
MBE 906.948	OM 906.948	MERCEDES-BENZ 746			
MBE 906.953	OM 906.953	MERCEDES-BENZ 748			
MBE 906.954	OM 906.954	MERCEDES-BENZ 732			
MBE 906.956	OM 906.956	MERCEDES-BENZ 732			
MBE 906.966	OM 906.966 (MEX)	MERCEDES-BENZ 752			
MBE 906.967	OM 906.967	MERCEDES-BENZ 746			
MBE 906.970	OM 906.970	MERCEDES-BENZ 746			
MBE 906.974	OM 906.974	MERCEDES-BENZ 748			
MBE 906.975	OM 906.975	MERCEDES-BENZ 748			
MBE 906.976	OM 906.976	MERCEDES-BENZ 752			
MBE 906.977	OM 906.977	MERCEDES-BENZ 748			
MBE 906.978	OM 906.978 (USA)	MERCEDES-BENZ 746			
MBE 906.979	OM 906.979	MERCEDES-BENZ 746			
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MBE 906.981	OM 906.981	MERCEDES-BENZ 746			
MBE 906.985	OM 906.985	MERCEDES-BENZ 752			
MBE 906.988	OM 906.988	MERCEDES-BENZ 752			
MBE 906.991	OM 906.991	MERCEDES-BENZ 757			
MBE 907.910	OM 907.910	MERCEDES-BENZ 737			
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MBE 907.941	OM 907.941	MERCEDES-BENZ 737			
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MBE 907.970	OM 907.970	MERCEDES-BENZ 737			
MBE 907.980	OM 907.980	MERCEDES-BENZ 737			
MBE 907.990	OM 907.990	MERCEDES-BENZ 737			
MBE 909.900	OM 909.900	MERCEDES-BENZ 732			
MBE 909.901	OM 909.901	MERCEDES-BENZ 732			
MBE 909.910	OM 909.910	MERCEDES-BENZ 732			
MBE 909.911	OM 909.911	MERCEDES-BENZ 732			
MBE 909.920	OM 909.920	MERCEDES-BENZ 732			
MBE 909.921	OM 909.921	MERCEDES-BENZ 732			
MBE 909.960	OM 909.960	MERCEDES-BENZ 732			



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DE Vergleichsliste nach Filter- und Fahrzeughersteller

EN Cross reference list of filter and vehicle manufacturers

FR Liste de correspondances de constructeurs de filtres et de véhicules

ES Lista de referencias del fabricantes de filtros y de vehículos

RU Списки сравнения по фильтрам и производителям





FILTER CROSS REFERENCE



Reference		Reference		Reference	
A C DELCO		ALCO		ALFA ROMEO	
ACD 51	50 013 030 (FC)	MD185	50 013 022 (OC)	451 700 00 0	50 013 052 (OS)
ACD 519	50 013 031 (FC)	MD195	50 013 031 (FC)	605 070 80	50 013 003 (OS)
ACD 52	50 013 020 (FC)	MD207	50 013 046 (OC)	605 072 08	50 013 075 (FS)
ACD 53	50 013 021 (FC)	MD217	50 013 015 (OC)	605 534 31	50 013 139 (OS)
ACD 54	50 013 028 (FC)	MD230	50 013 035 (AR)	735 005 06	50013504/10 (OS)
ACD 55	50 013 029 (FC)	MD232	50 013 034 (AR)	735 005 06	50 013 504 (OS)
AC 145	50 013 016 (OC)	MD238	50 013 064 (AR)	995 044 3	50 013 075 (FS)
AC 165	50 013 044 (OH)	MD249	50 013 136 (OC)	ALLIS-CHALMERS	
AC 179	50 013 022 (OC)	MD300	50 013 122 (AR)	B2494	50 013 046 (OC)
AC 184	50 013 015 (OC)	MD382	50 013 036 (AR)	B2495	50 013 046 (OC)
AC 189	50 013 024 (OC)	MD480	50 013 026 (AR)	DE20202	50 013 046 (OC)
AC 20	50 013 138 (OC)	MD486	50 013 025 (AR)	DE64472	50 013 046 (OC)
AC 202	50 013 136 (OC)	MD492	50 013 128 (AR)	HB03028811	50 013 003 (OS)
AC 33 A	50 013 140 (OC)	MD656	50 013 037 (AR)	00072636	50 013 220 (AR)
AC 83	50 013 048 (OC)	MD9408	50 013 060 (AP)	00659533	50 013 186 (AR)
C 23	50 013 046 (OC)	MD9556	50 013 169 (AP)	00684374	50 013 186 (AR)
C 425	50 013 010 (OC)	MD9558	50 013 183 (AP)	0072636	50 013 220 (AR)
PC 179	50 013 122 (AR)	SP801	50 013 052 (OS)	0230578	50 013 052 (OS)
PC 180	50 013 034 (AR)	SP811	50 013 061 (OS)	02305781	50 013 052 (OS)
PC 183	50 013 035 (AR)	SP816	50 013 003 (OS)	0232241	50 013 052 (OS)
PC 185	50 013 036 (AR)	SP821	50 013 002 (FS)	0232421	50 013 052 (OS)
PC 355	50 013 060 (AP)	SP824	50 013 003 (OS)	02324211	50 013 052 (OS)
PC 400	50 013 026 (AR)	SP831	50 013 001 (FS)	0232578	50 013 052 (OS)
PC 421	50 013 025 (AR)	SP832	50 013 000 (OS)	02325784	50 013 052 (OS)
PC 484	50 013 168 (AP)	SP837	50 013 154 (OS)	0234900	50 013 052 (OS)
PC 505	50 013 169 (AP)	SP853	50 013 052 (OS)	02349008	50 013 052 (OS)
PC 508	50 013 183 (AP)	SP856	50 013 053 (OS)	0237000	50 013 052 (OS)
PF897	50 014 172 (OS)	SP871	50 013 002 (FS)	02370005	50 013 052 (OS)
PM1316	50 014 172 (OS)	SP878	50 013 134 (OS)	02370057	50 013 052 (OS)
P 206	50 013 048 (OC)	SP880	50 013 019 (FS)	0243162	50 013 220 (AR)
SPA	50 013 003 (OS)	SP889	50 013 005 (FS)	0243163	50 013 220 (AR)
SR	50 013 150 (OS)	SP910	50 013 003 (OS)	02431632	50 013 220 (AR)
XD 25	50 013 002 (FS)	SP920	50 013 052 (OS)	0248882	50 013 220 (AR)
XD 32	50 013 127 (FS)	SP966	50 013 075 (FS)	0251178	50 013 052 (OS)
XD 33	50 013 019 (FS)	SP968	50 013 158 (FS)	0251381	50 013 052 (OS)
XD 67	50 013 001 (FS)	ALFA ROMEO		02513810	50 013 052 (OS)
XD 76	50 013 005 (FS)	006 050 72 08	50 013 075 (FS)	0251396	50 013 030 (FC)
XD 77	50 013 075 (FS)	006 071 56 65	50 013 030 (FC)	0251397	50 013 030 (FC)
XD 80	50 013 158 (FS)	006 071 82 04	50 013 052 (OS)	02513975	50 013 030 (FC)
X 106	50 013 504 (OS)	006 073 28 67	50 013 075 (FS)	02513976	50 013 030 (FC)
X 106	50013504/10 (OS)	006 074 04 21	50 013 030 (FC)	0451341	50 013 464 (OS)
X 12	50 013 061 (OS)	105 460 40 60 02	50 013 030 (FC)	04513411	50 013 464 (OS)
X 17	50 013 155 (OS)	105 640 40 60	50 013 030 (FC)	0639050	50 013 220 (AR)
X 17	50 013 134 (OS)	105 640 40 60 01	50 013 030 (FC)	06399597	50 013 220 (AR)
X 2	50 013 053 (OS)	105 640 40 60 02	50 013 030 (FC)	0640660	50 013 220 (AR)
X 21	50 013 154 (OS)	105 640 40 60 1	50 013 030 (FC)	0647953	50 013 220 (AR)
X 22	50 013 000 (OS)	105 640 40 60 2	50 013 030 (FC)	0658451	50 013 186 (AR)
X 39	50 013 017 (OS)	105 640 60 00 1	50 013 030 (FC)	0659388	50 013 220 (AR)
X 92	50 013 052 (OS)	105 640 60 00 2	50 013 030 (FC)	0659389	50 013 220 (AR)
ALCO		105 640 60 60 1	50 013 030 (FC)	0659533	50 013 186 (AR)
FF015	50 013 185 (FP)	105 640 60 60 2	50 013 030 (FC)	06595334	50 013 186 (AR)
MD009	50 013 140 (OC)	105 840 40 60 2	50 013 030 (FC)	06595337	50 013 186 (AR)
MD013	50 013 138 (OC)	105 840 60 60 1	50 013 030 (FC)	0684734	50 013 186 (AR)
MD027A	50 013 044 (OH)	105 840 60 60 2	50 013 030 (FC)	0722256	50 013 220 (AR)
MD027B	50 013 044 (OH)	116 120 60 30 00	50 013 003 (OS)	09924318	50 013 030 (FC)
MD027C	50 013 044 (OH)	116 440 60 30 00	50 013 003 (OS)	1004421	50 013 219 (AR)
MD093	50 013 030 (FC)	116 760 40 60 02	50 013 075 (FS)	1004652	50 013 219 (AR)
MD105	50 013 021 (FC)	116 760 46 96 00	50 013 075 (FS)	10046522	50 013 219 (AR)
MD105/1	50 013 020 (FC)	116 760 46 96 01	50 013 075 (FS)	1005069	50 013 030 (FC)
MD139	50 013 140 (OC)	116 760 46 96 02	50 013 075 (FS)	10050698	50 013 030 (FC)
MD141	50 013 029 (FC)	116 760 46 96 04	50 013 075 (FS)	1005078	50 013 030 (FC)
MD167	50 013 187 (OC)	116 764 69 60 1	50 013 075 (FS)	10050789	50 013 030 (FC)
MD171A	50 013 016 (OC)	140 600 40 61	50 013 030 (FC)	1005365	50 013 219 (AR)
MD175	50 013 024 (OC)	370 640 00	50 013 052 (OS)	1007973	50 013 342 (AR)



FILTER CROSS REFERENCE

Reference		Reference		Reference	
ALLIS-CHALMERS		ALLIS-CHALMERS		AP LOCKHEAD	
10079739	50 013 342 (AR)	451341	50 013 464 (OS)	LK3193	50 013 000 (OS)
1010407	50 013 342 (AR)	4513411	50 013 464 (OS)	LK3217	50 013 017 (OS)
112217	50 013 046 (OC)	45134111	50 013 464 (OS)	LK3265	50 013 162 (OC)
11221770	50 013 046 (OC)	4625547	50 013 134 (OS)	LK3268	50 013 187 (OC)
1140887	50 013 220 (AR)	4651047	50 013 046 (OC)	LK3297	50 013 034 (AR)
1140888	50 013 220 (AR)	46510479	50 013 046 (OC)	LK3323	50 013 036 (AR)
11437472	50 013 220 (AR)	4789026	50 013 220 (AR)	LK3331	50 013 122 (AR)
1167807	50 013 220 (AR)	4861641	50 013 219 (AR)	LK3345	50 013 025 (AR)
11678083	50 013 220 (AR)	4907795	50 013 220 (AR)	LK3347	50 013 035 (AR)
1174420	50 013 157 (OS)	4909733	50 013 219 (AR)	LK3350	50 013 026 (AR)
132578	50 013 052 (OS)	4996245	50 013 220 (AR)	LK3352	50 013 042 (OC)
2072636	50 013 220 (AR)	49962451	50 013 220 (AR)	LK3367	50 013 045 (OH)
2080205	50 013 138 (OC)	61671160	50 013 000 (OS)	LK3372	50 013 024 (OC)
20802054	50 013 138 (OC)	61671600	50 013 000 (OS)	LK3427	50 013 042 (OC)
2165054	50 013 036 (AR)	61673585	50 013 000 (OS)	LK3428	50 013 024 (OC)
230578	50 013 052 (OS)	6230504	50 013 220 (AR)	LK3429	50 013 022 (OC)
232241	50 013 052 (OS)	638274	50 013 219 (AR)	LK3582	50 013 023 (OC)
232421	50 013 052 (OS)	639050	50 013 220 (AR)	LK3725	50 013 027 (AR)
232578	50 013 052 (OS)	6390550	50 013 220 (AR)	LK3737	50 013 261 (OS)
234900	50 013 052 (OS)	640660	50 013 220 (AR)	LK795	50 013 186 (AR)
237000	50 013 052 (OS)	64511629	50 013 052 (OS)	LK839	50 013 064 (AR)
243162	50 013 220 (AR)	648734	50 013 186 (AR)	LK856	50 013 219 (AR)
243163	50 013 220 (AR)	659389	50 013 220 (AR)	LK860	50 013 342 (AR)
2431632	50 013 220 (AR)	659533	50 013 186 (AR)	LK97403	50 013 055 (OS)
2431633	50 013 220 (AR)	6595334	50 013 186 (AR)	ATLAS	
2431634	50 013 220 (AR)	674953	50 013 220 (AR)	AB1702	50 013 219 (AR)
24882	50 013 220 (AR)	684734	50 013 186 (AR)	AB1902	50 013 219 (AR)
248882	50 013 220 (AR)	70095326	50 013 220 (AR)	AB2002	50 013 219 (AR)
251178	50 013 052 (OS)	71206239	50 013 030 (FC)	AB2502	50 013 219 (AR)
2513810	50 013 052 (OS)	721779	50 013 220 (AR)	0387620	50 013 220 (AR)
2513897	50 013 030 (FC)	78981	50 013 030 (FC)	16137407	50 013 541 (AR)
251397	50 013 030 (FC)	80110141	50 013 219 (AR)	16137408	50 013 542 (AR)
2513975	50 013 030 (FC)	99100059	50 013 034 (AR)	16195698	50 013 221 (AR)
2513976	50 013 030 (FC)	99100208	50 013 000 (OS)	2601863	50 013 064 (AR)
252050	50 013 030 (FC)	99100307	50 013 344 (AR)	2601874	50 013 221 (AR)
255191	50 013 046 (OC)	99100562	50 013 055 (OS)	2654140	50 013 342 (AR)
257024	50 013 342 (AR)	AMC		265448	50 013 220 (AR)
30385025	50 013 046 (OC)	3153230	50 013 052 (OS)	2654548	50 013 220 (AR)
3044713	50 013 219 (AR)	32527	50 013 138 (OC)	275651	50 013 186 (AR)
3046858	50 013 219 (AR)	3990050	50 013 046 (OC)	276956	50 013 342 (AR)
30468581	50 013 219 (AR)	645637	50 013 046 (OC)	277517	50 013 220 (AR)
3048581	50 013 219 (AR)	8890499	50 013 052 (OS)	29149306	50 013 541 (AR)
346858	50 013 219 (AR)	8990688	50 013 052 (OS)	29149308	50 013 542 (AR)
40214435	50 013 219 (AR)	927787	50 013 052 (OS)	3621085	50 013 036 (AR)
40592526	50 013 219 (AR)	936406	50 013 052 (OS)	362972	50 013 002 (FS)
4059292	50 013 219 (AR)	938143	50 013 052 (OS)	363020	50 013 000 (OS)
40592922	50 013 219 (AR)	AMC / KAVO		363031	50 013 053 (OS)
4060050	50 013 030 (FC)	FO1109	50 013 061 (OS)	3679754	50 013 346 (AR)
40600504	50 013 030 (FC)	IO316	50 013 003 (OS)	371291	50 013 002 (FS)
40660	50 013 220 (AR)	KA1596	50 013 186 (AR)	376774	50 013 219 (AR)
4119015	50 013 052 (OS)	KF1553	50 013 021 (FC)	387493	50 013 000 (OS)
4121392	50 013 052 (OS)	KO1577	50 013 053 (OS)	387620	50 013 220 (AR)
4170601	50 013 052 (OS)	NF2259	50 013 030 (FC)	441887	50 013 127 (FS)
4322701	50 013 261 (OS)	NO213	50 013 140 (OC)	441898	50 013 127 (FS)
4389026	50 013 220 (AR)	TO118	50 013 052 (OS)	441923	50 013 002 (FS)
43890266	50 013 220 (AR)	TO120	50 013 140 (OC)	442004	50 013 000 (OS)
4398149	50 013 010 (OC)	TO120	50 013 140 (OC)	444898	50 013 127 (FS)
4502494	50 013 046 (OC)	TO131	50 013 052 (OS)	448898	50 013 127 (FS)
4502495	50 013 046 (OC)	AP LOCKHEAD		458455	50 013 342 (AR)
45024957	50 013 046 (OC)	LK1028	50 013 127 (FS)	810817	50 013 157 (OS)
4507257	50 013 046 (OC)	LK1171	50 013 155 (OS)	831038	50 013 053 (OS)
45072573	50 013 046 (OC)	LK3146	50 013 134 (OS)	837620	50 013 220 (AR)
4511629	50 013 052 (OS)	LK3150	50 013 019 (FS)		
45116290	50 013 052 (OS)				



FILTER CROSS REFERENCE



Reference		Reference		Reference	
ATLAS COPCO		ATLAS COPCO		BALDWIN	
10301068	50 013 150 (OS)	97210338	50 013 000 (OS)	PA3843	50 013 440 (AP)
10904686	50 013 021 (FC)	9736567100	50 013 157 (OS)	PF231	50 013 021 (FC)
10904687	50 013 020 (FC)	AUDI		PF834	50 013 029 (FC)
11624300	50 013 002 (FS)	→ VOLKSWAGEN		PT108	50 013 138 (OC)
12028495	50 013 053 (OS)	AUSTIN (BLMC)		P102	50 013 015 (OC)
1202849500	50 013 053 (OS)	ASF9176	50 013 220 (AR)	P106-HD	50 013 044 (OH)
12028496	50 013 000 (OS)	HCF11590	50 013 219 (AR)	P125	50 013 016 (OC)
1202849600	50 013 000 (OS)	HCF14205	50 013 219 (AR)	P174	50 013 140 (OC)
16135707	50 013 034 (AR)	BALDWIN		P235	50 013 189 (FP)
1613570700	50 013 034 (AR)	BD232	50 013 359 (OS)	P242	50 013 022 (OC)
16192627	50 013 000 (OS)	BD325	50 013 398 (OS)	P294	50 013 024 (OC)
16192678	50 013 001 (FS)	BF587	50 013 001 (FS)	P40	50 013 010 (OC)
16192684	50 013 001 (FS)	BF587	50 013 075 (FS)	P41	50 013 046 (OC)
16192716	50 013 219 (AR)	BF783	50 013 019 (FS)	P52	50 013 048 (OC)
1619279700	50 013 122 (AR)	BF790	50 013 127 (FS)	P7015	50 013 043 (OC)
16192798	50 013 036 (AR)	BF825	50 013 030 (FC)	P7016	50 013 094 (OC)
1619279800	50 013 036 (AR)	BF884	50 013 031 (FC)	P7017	50 013 042 (OC)
16192799	50 013 064 (AR)	BF980	50 013 351 (FS)	P7052	50 013 023 (OC)
16192847	50 013 035 (AR)	BF988	50 013 002 (FS)	P721	50 013 162 (OC)
1619284700	50 013 035 (AR)	BF988	50 013 079 (FS)	RS3714	50 013 400 (AR)
16192997	50 013 122 (AR)	BT251	50 013 155 (OS)	BAUDOIN	
16196227	50 013 154 (OS)	BT292	50 013 053 (OS)	04034OW	50 013 000 (OS)
1619622700	50 013 154 (OS)	BT347	50 013 134 (OS)	05063OF	50 013 351 (FS)
16199	50 013 030 (FC)	BT348	50 013 464 (OS)	1504034OW	50 013 000 (OS)
29000014	50 013 001 (FS)	BT349	50 013 017 (OS)	1504039OW	50 013 000 (OS)
29000206	50 013 037 (AR)	B114	50 013 154 (OS)	1505063	50 013 351 (FS)
2900020600	50 013 037 (AR)	B163	50 013 003 (OS)	1505063OF	50 013 351 (FS)
29000517	50 013 020 (FC)	B2	50 013 052 (OS)	5821305	50 013 034 (AR)
2900051700	50 013 020 (FC)	B218	50 013 157 (OS)	BEDFORD	
29000518	50 013 021 (FC)	B229	50 013 215 (OS)	1543 1637	50 013 030 (FC)
2900051800	50 013 021 (FC)	B233	50 013 003 (OS)	6371 716	50 013 030 (FC)
2900055300	50 013 157 (OS)	B233	50 013 150 (OS)	7984 267	50 013 030 (FC)
2900068700	50 013 001 (FS)	B236	50 013 000 (OS)	BENATTI	
2900534800	50 013 342 (AR)	B7031	50 013 474 (OS)	1822101	50 013 030 (FC)
29148002	50 013 189 (FP)	B7089	50 013 474 (OS)	1834108	50 013 052 (OS)
29148021	50 013 128 (AR)	B7116	50 013 465 (OS)	1836102	50 013 134 (OS)
3216328600	50 013 186 (AR)	B7577	50 013 261 (OS)	1836107	50 013 017 (OS)
32165936	50 013 020 (FC)	B76	50 013 055 (OS)	1849106	50 013 186 (AR)
3216593600	50 013 020 (FC)	B975	50 013 061 (OS)	1849112	50 013 342 (AR)
32165937	50 013 021 (FC)	F834-F	50 013 028 (FC)	1849114	50 013 220 (AR)
3216593700	50 013 021 (FC)	F878-F	50 013 020 (FC)	1849254	50 013 219 (AR)
3216921401	50 013 157 (OS)	F950-F	50 013 020 (FC)	BMW	
5412291500	50 013 342 (AR)	PA1667-FN	50 013 220 (AR)	11 42 1 432 097	50 013 564 (OX)
5415291500	50 013 342 (AR)	PA1681-FN	50 013 219 (AR)	11 42 1 716 192	50 013 564 (OX)
9707626952	50 013 157 (OS)	PA1885	50 013 187 (OC)	11 42 1 745 390	50 013 578 (OX)
9709000520	50 013 002 (FS)	PA2405	50 013 035 (AR)	11 42 1 745 391	50 013 578 (OX)
9709000550	50 013 030 (FC)	PA2418-FN	50 013 342 (AR)	11 42 7 510 717	50 013 578 (OX)
9709000735	50 013 061 (OS)	PA2422	50 013 128 (AR)	13 32 1 332 756	50 013 002 (FS)
97090012	50 013 000 (OS)	PA2423	50 013 344 (AR)	13 32 2 240 791	50 013 001 (FS)
9709001200	50 013 000 (OS)	PA2474	50 013 036 (AR)	13 32 2 240 798	50 013 001 (FS)
9709002400	50 013 157 (OS)	PA2475	50 013 064 (AR)	13 32 2 240 802	50 013 001 (FS)
9709002900	50 013 021 (FC)	PA2776	50 013 037 (AR)	32 41 1 120 717	50 013 044 (OH)
9709003200	50 013 046 (OC)	PA2792	50 013 034 (AR)	BOMAG	
9709004000	50 013 020 (FC)	PA2812	50 013 025 (AR)	01160024	50 013 053 (OS)
970900550	50 013 030 (FC)	PA2838	50 013 026 (AR)	05710633	50 013 157 (OS)
97099004000	50 013 020 (FC)	PA2845	50 013 122 (AR)	05710634	50 013 000 (OS)
9712504000	50 013 020 (FC)	PA2847	50 013 472 (AR)	05710639	50 013 053 (OS)
97125400	50 013 020 (FC)	PA2942	50 013 065 (AR)	05710640	50 013 000 (OS)
9712540101	50 013 001 (FS)	PA2955	50 013 027 (AR)	05711729	50 013 002 (FS)
9712540102	50 013 127 (FS)	PA3605	50 013 485 (AR)	05711730	50 013 002 (FS)
9712540103	50 013 053 (OS)	PA3681	50 013 453 (AR)	05730101	50 013 219 (AR)
9712540104	50 013 000 (OS)	PA3765	50 013 466 (AR)		
97210337	50 013 002 (FS)				






FILTER CROSS REFERENCE

Reference		Reference		Reference	
BOMAG		BOSCH		BOSCH	
05730104	50 013 219 (AR)	1 457 429 033	50 013 219 (AR)	1 457 429 945	50 013 344 (AR)
05730110	50 013 342 (AR)	1 457 429 107	50 013 575 (OX)	1 457 429 946	50 013 122 (AR)
05730119	50 013 186 (AR)	1 457 429 108	50 013 564 (OX)	1 457 429 950	50 013 035 (AR)
05821012	50 013 035 (AR)	1 457 429 116	50 013 570 (OX)	1 457 429 959	50 013 180 (AR)
05821013	50 013 122 (AR)	1 457 429 117	50 013 138 (OC)	1 457 429 965	50 013 472 (AR)
05821014	50 013 346 (AR)	1 457 429 125	50 013 187 (OC)	1 457 429 966	50 013 036 (AR)
05821015	50 013 229 (AR)	1 457 429 128	50 013 484 (OX)	1 457 429 968	50 013 485 (AR)
05821018	50 013 036 (AR)	1 457 429 130	50 013 162 (OC)	1 457 429 969	50 013 037 (AR)
05821305	50 013 034 (AR)	1 457 429 137	50 013 571 (OX)	1 457 429 975	50 013 064 (AR)
31780104	50 013 261 (OS)	1 457 429 141	50 013 578 (OX)	1 457 429 980	50 013 461 (AR)
5821000	50 013 247 (AR)	1 457 429 165	50 013 045 (OH)	1 457 429 985	50 013 025 (AR)
5821147	50 013 542 (AR)	1 457 429 170	50 013 010 (OC)	1 457 429 988	50 013 183 (AP)
BOSCH		1 457 429 175	50 013 046 (OC)	1 457 429 991	50 013 026 (AR)
0 450 904 003	50 013 189 (FP)	1 457 429 180	50 013 048 (OC)	1 457 429 998	50 013 027 (AR)
0 450 904 060	50 013 189 (FP)	1 457 429 247	50 013 046 (OC)	1 457 431 030	50 013 028 (FC)
0 450 904 077	50 013 185 (FP)	1 457 429 265	50 013 015 (OC)	1 457 431 086	50 013 029 (FC)
0 450 905 930	50 013 647 (FP)	1 457 429 267	50 013 345 (OC)	1 457 431 144	50 013 020 (FC)
0 451 001 181	50 013 504 (OS)	1 457 429 270	50 013 048 (OC)	1 457 431 158	50 013 028 (FC)
0 451 001 181	50013504/10 (OS)	1 457 429 274	50 013 136 (OC)	1 457 431 159	50 013 020 (FC)
0 451 103 004	50 013 215 (OS)	1 457 429 278	50 013 384 (OX)	1 457 431 261	50 013 029 (FC)
0 451 103 011	50 013 003 (OS)	1 457 429 291	50 013 262 (FC)	1 457 431 270	50 013 021 (FC)
0 451 103 029	50 013 003 (OS)	1 457 429 306	50 014 040 (OX)	1 457 431 271	50 013 021 (FC)
0 451 103 060	50 013 150 (OS)	1 457 429 354	50 013 020 (FC)	1 457 431 325	50 013 029 (FC)
0 451 103 104	50013504/10 (OS)	1 457 429 354	50 014 046 (FX)	1 457 431 326	50 013 021 (FC)
0 451 103 104	50 013 504 (OS)	1 457 429 359	50 013 028 (FC)	1 457 431 710	50 013 610 (FX)
0 451 103 233	50 013 504 (OS)	1 457 429 410	50 013 042 (OC)	1 457 432 100	50 013 352 (AR)
0 451 103 233	50013504/10 (OS)	1 457 429 413	50 013 042 (OC)	1 457 432 192	50 013 583 (AR)
0 451 103 252	50013355/10 (OS)	1 457 429 416	50 013 172 (OH)	1 457 432 201	50 013 169 (AP)
0 451 103 252	50 013 355 (OS)	1 457 429 419	50 013 043 (OC)	1 457 433 002	50 013 393 (AP)
0 451 103 257	50 013 515 (OS)	1 457 429 493	50 013 140 (OC)	1 457 433 005	50 013 165 (AR)
0 451 103 258	50 013 139 (OS)	1 457 429 494	50 013 140 (OC)	1 457 433 204	50 013 457 (AR)
0 451 103 289	50 013 506 (OS)	1 457 429 600	50 013 023 (OC)	1 457 433 255	50 013 436 (AP)
0 451 103 311	50 013 859 (OS)	1 457 429 610	50 013 016 (OC)	1 457 433 560	50 013 616 (AR)
0 451 103 336	50 013 504 (OS)	1 457 429 625	50 013 387 (OC)	1 457 433 601	50 013 539 (AP)
0 451 103 336	50013504/10 (OS)	1 457 429 629	50 013 162 (OC)	1 457 433 611	50 013 665 (AR)
0 451 104 005	50 013 354 (OS)	1 457 429 631	50 013 405 (OC)	1 457 433 626	50 013 440 (AP)
0 451 104 013	50 013 675 (OS)	1 457 429 645	50 013 022 (OC)	1 457 433 727	50 013 920 (AP)
0 451 104 063	50 013 052 (OS)	1 457 429 646	50 013 043 (OC)	1 457 433 728	50 013 601 (AR)
0 451 104 065	50 013 154 (OS)	1 457 429 647	50 013 042 (OC)	1 457 433 737	50 013 186 (AR)
0 451 104 066	50 013 053 (OS)	1 457 429 655	50 013 627 (EF)	1 457 433 748	50 013 243 (AP)
0 451 105 067	50 013 000 (OS)	1 457 429 675	50 013 417 (FS)	1 457 433 753	50 013 241 (AP)
0 451 203 001	50 013 155 (OS)	1 457 429 676	50 013 351 (FS)	1 457 433 900	50 013 400 (AR)
0 451 203 115	50 013 134 (OS)	1 457 429 677	50 013 019 (FS)	1 457 433 901	50 013 466 (AR)
0 451 203 152	50 013 464 (OS)	1 457 429 678	50 013 031 (FC)	1 457 434 050	50 013 002 (FS)
0 451 203 154	50 013 003 (OS)	1 457 429 681	50 013 019 (FS)	1 457 434 051	50 013 127 (FS)
0 451 203 178	50 013 358 (OS)	1 457 429 731	50 013 094 (OC)	1 457 434 058	50 013 001 (FS)
0 451 203 199	50 013 359 (OS)	1 457 429 735	50 013 022 (OC)	1 457 434 095	50 013 005 (FS)
0 451 203 201	50 013 359 (OS)	1 457 429 740	50 013 024 (OC)	1 457 434 105	50 013 001 (FS)
0 451 203 220	50 013 474 (OS)	1 457 429 779	50 013 065 (AR)	1 457 434 106	50 013 075 (FS)
0 451 203 223	50 013 515 (OS)	1 457 429 783	50 013 169 (AP)	1 457 434 120	50 013 079 (FS)
0 451 203 226	50 013 061 (OS)	1 457 429 784	50 013 169 (AP)	1 457 434 123	50 013 158 (FS)
0 451 300 003	50 013 261 (OS)	1 457 429 789	50 013 180 (AR)	1 457 434 153	50 013 005 (FS)
0 451 301 088	50 013 017 (OS)	1 457 429 794	50 013 342 (AR)	1 457 434 154	50 013 297 (FS)
0 451 301 156	50 013 017 (OS)	1 457 429 817	50 013 128 (AR)	1 457 434 159	50 013 297 (FS)
0 451 301 207	50 013 465 (OS)	1 457 429 820	50 013 044 (OH)	1 457 434 164	50 013 001 (FS)
0 451 302 182	50 013 134 (OS)	1 457 429 824	50 013 221 (AR)	1 457 434 182	50 014 150 (FS)
0 451 403 001	50 013 157 (OS)	1 457 429 839	50 013 458 (AR)	1 457 434 200	50 013 031 (FC)
0 451 403 077	50 013 055 (OS)	1 457 429 854	50 013 453 (AR)	1 457 434 201	50 013 030 (FC)
0 451 403 200	50 013 398 (OS)	1 457 429 875	50 013 168 (AP)	1 457 434 201	50 013 030 (FC)
0 451 403 210	50 013 622 (OS)	1 457 429 875	50 013 168 (AP)	1 457 434 408	50 013 508 (FC)
0 457 434 154	50 013 079 (FS)	1 457 429 883	50 013 381 (AR)	1 457 434 419	50 013 683 (FS)
0 986 450 104	50 013 828 (FP)	1 457 429 899	50 013 037 (AR)	1 457 434 435	50 013 804 (FS)
0 986 450 221	50 013 831 (FP)	1 457 429 932	50 013 034 (AR)	1 457 434 442	50 014 139 (FP)
1 457 429 030	50 013 060 (AP)	1 457 429 933	50 013 220 (AR)	1 457 434 900	50 013 030 (FC)
		1 457 429 942	50 013 128 (AR)	1 487 434 901	50 013 305 (AD)



FILTER CROSS REFERENCE

Reference 		Reference 		Reference 	
BOSCH		CATERPILLAR		CHAMP INT.	
1 487 434 901	50 014 052 (AD)	8T 8076	50 013 186 (AR)	LS50	50 013 003 (OS)
1 987 432 364	50 013 930 (ACC)	81 4648	50 013 219 (AR)	LS77	50 013 150 (OS)
1 987 434 001	50 014 052 (AD)	9N-5570	50 014 172 (OS)	CHAMPION	
1 987 434 001	50 013 305 (AD)	9N9586	50 014 172 (OS)	C102	50 013 003 (OS)
9 451 160 004	50 013 064 (AR)	9Y 4421	50 013 002 (FS)	C105	50 013 052 (OS)
CASE		9Y 4430	50 013 030 (FC)	C118	50 013 358 (OS)
→ IHC-CASE		9Y 4449	50 013 052 (OS)	C119	50 013 053 (OS)
CATERPILLAR		9Y 4458	50 013 155 (OS)	C119	50 013 134 (OS)
03 1365 8	50 013 052 (OS)	9Y 4468	50 013 261 (OS)	C119	50 013 155 (OS)
03 1436 1	50 013 052 (OS)	9Y 4474	50 013 053 (OS)	C119	50 013 017 (OS)
03 2906 0	50 013 052 (OS)	9Y 4479	50 013 052 (OS)	C130	50 013 150 (OS)
03 5446 4	50 013 052 (OS)	9Y 4487	50 013 003 (OS)	C147	50 013 139 (OS)
06 7698 7	50 013 030 (FC)	9Y 4506	50 013 003 (OS)	C152	50 013 515 (OS)
06 8940 1	50 013 220 (AR)	9Y 4516	50 013 002 (FS)	E103	50013355/10 (OS)
1N3224	50 014 172 (OS)	9Y 4524	50 013 261 (OS)	E103	50 013 355 (OS)
1R 0658	50 013 055 (OS)	9Y 6820	50 013 219 (AR)	F101	50013504/10 (OS)
1R-0713	50 014 172 (OS)	9Y 6828	50 013 186 (AR)	F101	50 013 504 (OS)
1R 0716	50 013 622 (OS)	9Y 6840	50 013 220 (AR)	L105	50 013 185 (FP)
1R 0739	50 013 055 (OS)	9Y 6841	50 013 219 (AR)	L111	50 013 001 (FS)
1W 2660	50 013 622 (OS)	9Y 7811	50 013 186 (AR)	L111	50 013 075 (FS)
1W 3300	50 013 055 (OS)	9Y 7813	50 013 342 (AR)	L116	50 013 158 (FS)
1W 8845	50 013 261 (OS)	97 1357	50 013 030 (FC)	L132	50 013 031 (FC)
2P 4004	50 013 055 (OS)	CAV		L133	50 013 005 (FS)
2P 4005	50 013 622 (OS)	→ LUCAS CAV		L137	50 013 030 (FC)
2W 3236	50 013 031 (FC)	CHAMP INT.		L140	50 013 020 (FC)
3I 1266	50 013 079 (FS)	AP10	50 013 060 (AP)	L141	50 013 262 (FC)
31 3658	50 013 052 (OS)	AP128	50 013 168 (AP)	U508	50 013 060 (AP)
31 4361	50 013 052 (OS)	AP132	50 013 169 (AP)	U516	50 013 168 (AP)
32 9060	50 013 052 (OS)	AP136	50 013 183 (AP)	U517	50 013 183 (AP)
36 4464	50 013 052 (OS)	AP151	50 013 436 (AP)	U563	50 013 169 (AP)
4N-5823	50 014 150 (FS)	AP217	50 013 393 (AP)	U613	50 013 440 (AP)
5C 1791	50 013 155 (OS)	AP320	50 013 243 (AP)	U653	50 013 539 (AP)
5P 1119	50 013 055 (OS)	AR118	50 013 352 (AR)	W101	50 013 180 (AR)
5W 3394	50 013 079 (FS)	AR141	50 013 220 (AR)	W137	50 013 352 (AR)
5W 3407	50 013 157 (OS)	AR148	50 013 034 (AR)	W705	50 013 122 (AR)
5W 5887	50 013 053 (OS)	AR152	50 013 381 (AR)	W707	50 013 381 (AR)
5W 5889	50 013 342 (AR)	AR16	50 013 180 (AR)	W710	50 013 220 (AR)
5W 6017	50 013 000 (OS)	FC16	50 013 508 (FC)	X103	50 013 136 (OC)
5W 6081	50 013 030 (FC)	FC17	50 013 031 (FC)	X104	50 013 015 (OC)
6A 4604	50 013 034 (AR)	FC20	50 013 262 (FC)	X108	50 013 016 (OC)
6A 4604 V	50 013 034 (AR)	FC25	50 013 030 (FC)	X109	50 013 042 (OC)
6A 5110 V	50 013 122 (AR)	FN12	50 013 185 (FP)	X113	50 013 140 (OC)
6V5875	50 014 172 (OS)	FN15	50 013 189 (FP)	X123	50 013 046 (OC)
64 5110 V	50 013 122 (AR)	FS50	50 013 075 (FS)	X124	50 013 010 (OC)
66 5459	50 013 219 (AR)	FS60	50 013 158 (FS)	CHRYSLER	
67 4979	50 013 220 (AR)	FS70	50 013 005 (FS)	L324X	50 013 052 (OS)
67 6987	50 013 030 (FC)	FS80	50 013 001 (FS)	1739619	50 013 052 (OS)
67 6987 T	50 013 030 (FC)	LC100	50 013 136 (OC)	2458807	50 013 052 (OS)
68 6911	50 013 219 (AR)	LC101	50 013 015 (OC)	2458957	50 013 052 (OS)
68 7744	50 013 219 (AR)	LC117	50 013 010 (OC)	2532756	50 013 052 (OS)
68 9401	50 013 220 (AR)	LC123	50 013 345 (OC)	2536186	50 013 052 (OS)
69 4229	50 013 052 (OS)	LC165	50 013 016 (OC)	25366186	50 013 052 (OS)
69 6987 E	50 013 030 (FC)	LS110	50013355/10 (OS)	2650396	50 013 003 (OS)
7C 4228	50 013 261 (OS)	LS110	50 013 355 (OS)	3549232	50 013 052 (OS)
7E 0975	50 013 342 (AR)	LS126	50 013 515 (OS)	4720364	50 013 139 (OS)
7W 2326	50 013 155 (OS)	LS132	50 013 506 (OS)	4778838	50 013 139 (OS)
7W 2327	50 013 052 (OS)	LS15	50013504/10 (OS)	CITROEN	
77 4592	50 013 186 (AR)	LS15	50 013 504 (OS)	MLS000144A	50 013 150 (OS)
778190	50 014 172 (OS)	LS169	50 013 358 (OS)	MLS000186	50 013 154 (OS)
8N5896	50 014 172 (OS)	LS170	50 013 359 (OS)	MLS000602	50 013 504 (OS)
8N-9586	50 014 172 (OS)	LS194	50 013 139 (OS)	MLS000602	50013504/10 (OS)
8N9856	50 014 172 (OS)	LS23	50 013 052 (OS)	ND14365	50 013 030 (FC)
8T 7477	50 013 030 (FC)				



FILTER CROSS REFERENCE

Reference		Reference		Reference	
CITROEN		CLARK EQUIPMENT		CLEAN-FILTER	
ND14665	50 013 030 (FC)	854570	50 013 046 (OC)	MB18	50 013 185 (FP)
PD14365	50 013 030 (FC)	859793	50 013 046 (OC)	MB8	50 013 189 (FP)
PD14365A	50 013 030 (FC)	862836	50 013 046 (OC)	MG007	50 013 029 (FC)
1444 P8	50 013 436 (AP)	880042	50 013 046 (OC)	MG086	50 013 021 (FC)
1906 33	50 013 262 (FC)	880053	50 013 046 (OC)	MG088	50 013 028 (FC)
1906 43	50 013 262 (FC)	886524	50 013 220 (AR)	MG089	50 013 020 (FC)
32143065	50 013 030 (FC)	886525B	50 013 220 (AR)	MG095	50 013 262 (FC)
321430650	50 013 030 (FC)	899839	50 013 052 (OS)	ML26	50 013 044 (OH)
5223103A	50 013 052 (OS)	899899	50 013 052 (OS)	ML31	50 013 140 (OC)
5406242	50 013 155 (OS)	944404	50 013 186 (AR)	ML32	50 013 046 (OC)
5457752S	50 013 052 (OS)	945928	50 013 052 (OS)	ML412	50 013 015 (OC)
54577525	50 013 052 (OS)	946847	50 013 186 (AR)	ML417	50 013 010 (OC)
5470709	50 013 030 (FC)	946897	50 013 186 (AR)	ML418	50 013 048 (OC)
5470709C	50 013 030 (FC)	960243	50 013 186 (AR)	ML457	50 013 345 (OC)
5470709D	50 013 030 (FC)	961048	50 013 031 (FC)	ML461	50 013 022 (OC)
594734	50 013 031 (FC)	963023	50 013 261 (OS)	ML462	50 013 024 (OC)
9401906148	50 013 031 (FC)	990937	50 013 154 (OS)	ML477	50 013 187 (OC)
95503693	50 013 031 (FC)	995390	50 013 150 (OS)	ML480	50 013 045 (OH)
95551283	50 013 030 (FC)	CLEAN-FILTER		ML483	50 013 023 (OC)
95575783	50 013 030 (FC)	DF888	50 013 359 (OS)	ML492	50 013 042 (OC)
95583693	50 013 031 (FC)	DN220	50 013 030 (FC)	ML495	50 013 043 (OC)
95608917	50 013 030 (FC)	DN222	50 013 031 (FC)	ML497	50 013 162 (OC)
96098964	50 013 262 (FC)	DN244	50 013 005 (FS)	ML77	50 013 138 (OC)
CLARK EQUIPMENT		DN253	50 013 158 (FS)	ML82	50 013 136 (OC)
A10850	50 013 046 (OC)	DN256	50 013 002 (FS)	COMPAIR	
CHF14205	50 013 219 (AR)	DN258	50 013 019 (FS)	C11158/1014	50 013 122 (AR)
0792340	50 013 220 (AR)	DN297	50 013 351 (FS)	C11158/1015	50 013 000 (OS)
0960243	50 013 186 (AR)	DN301	50 013 001 (FS)	C11158/1041	50 013 036 (AR)
1513890	50 013 186 (AR)	DN323	50 013 075 (FS)	C11158/1054	50 013 037 (AR)
1530003	50 013 186 (AR)	DO225	50 013 154 (OS)	C11158/1390	50 013 064 (AR)
1530004	50 013 186 (AR)	DO225	50 013 052 (OS)	C11158/427	50 013 030 (FC)
1530009	50 013 186 (AR)	DO227	50 013 150 (OS)	C11561/655	50 013 219 (AR)
1615458	50 013 220 (AR)	DO228	50 013 358 (OS)	C11561/724	50 013 342 (AR)
1622085	50 013 220 (AR)	DO236	50 013 053 (OS)	C16012/180	50 013 128 (AR)
1624567	50 013 219 (AR)	DO243	50 013 134 (OS)	C16012/189	50 013 035 (AR)
2334729	50 013 052 (OS)	DO262/B	50 013 003 (OS)	C16012/190	50 013 036 (AR)
2365955	50 013 261 (OS)	DO263	50 013 000 (OS)	C16012/303	50 013 000 (OS)
3201438	50 013 021 (FC)	DO265	50 013 061 (OS)	C16012/50	50 013 127 (FS)
3551347	50 013 030 (FC)	DO266	50 014 172 (OS)	C16012/8	50 013 134 (OS)
3725560	50 013 138 (OC)	DO268	50 013 017 (OS)	1078A30930	50 013 186 (AR)
3728986	50 013 029 (FC)	DO298	50 013 155 (OS)	6002A/15350	50 013 140 (OC)
3734666	50 013 034 (AR)	DO831	50013504/10 (OS)	98262/220	50 013 000 (OS)
3739460	50 013 138 (OC)	DO831	50 013 504 (OS)	COOPERS	
3779685	50 013 053 (OS)	DO874	50 013 157 (OS)	AEM2122	50 013 037 (AR)
3885315	50 013 030 (FC)	DO881	50 013 139 (OS)	AG209	50 013 180 (AR)
3885316	50 013 030 (FC)	MA183	50 013 168 (AP)	AG264	50 013 060 (AP)
392090	50 013 219 (AR)	MA389	50 013 186 (AR)	AG930	50 013 168 (AP)
4111378	50 013 002 (FS)	MA420	50 013 064 (AR)	AG930	50 013 169 (AP)
4119217	50 013 020 (FC)	MA430	50 013 342 (AR)	AZA101	50 013 122 (AR)
4119775	50 013 053 (OS)	MA444	50 013 060 (AP)	AZA166	50 013 344 (AR)
4121609	50 013 127 (FS)	MA510	50 013 034 (AR)	AZA633	50 013 034 (AR)
4280099	50 013 342 (AR)	MA513	50 013 344 (AR)	AZA815	50 013 037 (AR)
4525704	50 013 186 (AR)	MA514	50 013 128 (AR)	AZF003	50 013 079 (FS)
5574904	50 013 046 (OC)	MA526	50 013 035 (AR)	AZF003	50 013 002 (FS)
604081	50 013 046 (OC)	MA529	50 013 026 (AR)	AZF009	50 013 021 (FC)
6565200	50 013 030 (FC)	MA531	50 013 036 (AR)	AZF015	50 013 030 (FC)
6598361	50 013 220 (AR)	MA535	50 013 122 (AR)	AZF029	50 013 031 (FC)
6598491	50 013 220 (AR)	MA543	50 013 219 (AR)	AZF034	50 013 351 (FS)
6598492	50 013 220 (AR)	MA544	50 013 220 (AR)	AZF058	50 013 029 (FC)
792240	50 013 220 (AR)	MA551	50 013 025 (AR)	AZF090	50 013 001 (FS)
792340	50 013 220 (AR)	MA567	50 013 037 (AR)	AZF090	50 013 075 (FS)
79320	50 013 220 (AR)	MA644	50 013 169 (AP)	AZF460	50 013 028 (FC)
7934580420	50 013 220 (AR)	MA649	50 013 180 (AR)	AZF465	50 013 020 (FC)
852528	50 013 046 (OC)	MA661	50 013 183 (AP)		



FILTER CROSS REFERENCE

Reference		Reference		Reference	
COOPERS		CROSLAND		CUMMINS	
AZH002	50 013 045 (OH)	5003	50 013 127 (FS)	148459	50 013 150 (OS)
AZL008	50 013 155 (OS)	5006	50 013 075 (FS)	153174	50 013 035 (AR)
AZL009	50 013 061 (OS)	5006	50 013 297 (FS)	162097	50 013 150 (OS)
AZL012	50 013 138 (OC)	5031	50 013 158 (FS)	204538	50 013 186 (AR)
AZL015	50 013 044 (OH)	5035	50 013 002 (FS)	204638	50 013 186 (AR)
AZL026	50 013 048 (OC)	507	50 013 042 (OC)	24008900	50 013 186 (AR)
AZL034	50 013 134 (OS)	529	50 013 003 (OS)	3013204	50 013 220 (AR)
AZL074	50 013 015 (OC)	550	50 013 046 (OC)	3013208	50 013 186 (AR)
AZL074	50 013 136 (OC)	552	50 013 048 (OC)	3304232	50 013 261 (OS)
AZL092	50 013 042 (OC)	591	50 013 150 (OS)	3313283	50 013 261 (OS)
AZL097	50 013 046 (OC)	6003	50 013 508 (FC)	3313289	50 013 261 (OS)
AZL101	50 013 140 (OC)	616	50 013 155 (OS)	3325292	50 013 186 (AR)
AZL121	50 013 162 (OC)	619	50 013 061 (OS)	3889311	50 013 261 (OS)
AZL458	50 013 043 (OC)	620	50 013 031 (FC)	3904610	50 013 219 (AR)
G910	50 013 016 (OC)	637	50 013 052 (OS)	650930	50 013 186 (AR)
LSF5015	50 014 172 (OS)	655	50 013 464 (OS)	705346	50 013 219 (AR)
Z133	50 013 005 (FS)	658	50 013 079 (FS)	708748	50 013 186 (AR)
Z27A	50 013 003 (OS)	660	50 013 053 (OS)	DAF	
Z511	50 013 189 (FP)	6661	50 013 185 (FP)	0247138	50 013 351 (FS)
Z512	50 013 185 (FP)	6662	50 013 189 (FP)	0692380	50 013 346 (AR)
Z7	50 013 052 (OS)	686	50 013 351 (FS)	112294	50 013 036 (AR)
Z803	50 013 150 (OS)	697	50 013 044 (OH)	131 089 1	50 013 637 (OZ)
Z831	50 013 154 (OS)	757	50 013 060 (AP)	1310901	50 013 675 (OS)
Z964	50 013 504 (OS)	860	50 013 352 (AR)	1317409	50 013 538 (AR)
Z964	50013504/10 (OS)	9049	50 013 180 (AR)	131 869 5	50 013 683 (FS)
CROSLAND		9085	50 013 168 (AP)	137 648 1	50 013 637 (OZ)
1001	50 013 023 (OC)	9179	50 013 169 (AP)	211340	50 013 042 (OC)
1003	50 013 387 (OC)	9180	50 013 183 (AP)	229348	50 013 044 (OH)
1013	50 013 136 (OC)	9226	50 013 539 (AP)	236481	50 013 042 (OC)
1028	50 013 094 (OC)	924K	50 013 219 (AR)	241505	50 013 351 (FS)
106	50 013 028 (FC)	9264	50 013 440 (AP)	247138	50 013 351 (FS)
107	50 013 020 (FC)	9304	50 013 017 (OS)	247 139	50 013 683 (FS)
168	50 013 029 (FC)	9305	50 013 134 (OS)	248126	50 013 187 (OC)
2006	50 013 139 (OS)	9307	50 013 019 (FS)	265045	50 013 035 (AR)
2011	50 013 506 (OS)	9310	50 013 022 (OC)	289829	50 013 035 (AR)
2038	50 013 157 (OS)	9323	50 013 048 (OC)	302043	50 013 045 (OH)
2040	50 013 358 (OS)	9326	50 013 024 (OC)	494133	50 013 052 (OS)
2049	50 013 515 (OS)	9329	50 013 474 (OS)	494251	50 013 030 (FC)
2056	50013504/10 (OS)	9361	50 013 055 (OS)	498401	50 013 052 (OS)
2056	50 013 504 (OS)	9365	50 013 043 (OC)	548257	50 013 029 (FC)
2074	50 013 359 (OS)	9510	50 013 035 (AR)	607179	50 013 064 (AR)
2090	50 013 465 (OS)	9522	50 013 064 (AR)	611049	50 013 474 (OS)
2113	50 014 172 (OS)	9529	50 013 457 (AR)	661049	50 013 474 (OS)
2121	50013355/10 (OS)	9530	50 013 034 (AR)	671490	50 013 000 (OS)
2121	50 013 355 (OS)	9534	50 013 472 (AR)	690260	50 013 053 (OS)
2155	50 013 359 (OS)	9551	50 013 122 (AR)	691280	50 013 221 (AR)
303	50 013 001 (FS)	9556	50 013 036 (AR)	691726	50 013 034 (AR)
304	50 013 000 (OS)	958K	50 013 220 (AR)	694 218	50 013 037 (AR)
339	50 013 154 (OS)	9591	50 013 026 (AR)	695633	50 013 122 (AR)
342	50 013 187 (OC)	9615	50 013 344 (AR)	698924	50 013 030 (FC)
348	50 013 015 (OC)	9620	50 013 128 (AR)	699387	50 013 305 (AD)
351	50 013 010 (OC)	9646	50 013 027 (AR)	699387	50 014 052 (AD)
354	50 013 005 (FS)	9647	50 013 037 (AR)	893009	50 013 189 (FP)
358	50 013 030 (FC)	965	50 013 186 (AR)	DAIHATSU	
361	50 013 016 (OC)	9670	50 013 381 (AR)	1560B 41010-000	50 013 052 (OS)
4006	50 013 028 (FC)	9684	50 013 025 (AR)	15601 44010-000	50 013 052 (OS)
4007	50 013 020 (FC)	9728	50 013 037 (AR)	15601 44011-000	50 013 052 (OS)
4011	50 013 262 (FC)	9742	50 013 485 (AR)	23300-87733	50 013 831 (FP)
414	50 013 140 (OC)	9744	50 013 065 (AR)	23300-87735	50 013 831 (FP)
438	50 013 045 (OH)	9755	50 013 165 (AR)	23300-87742	50 013 831 (FP)
453	50 013 021 (FC)	9760	50 013 453 (AR)		
457	50 013 029 (FC)	9766	50 013 461 (AR)		
463	50 013 162 (OC)	997K	50 013 342 (AR)		
487	50 013 138 (OC)				



FILTER CROSS REFERENCE



FILTER CROSS REFERENCE

Reference		Reference		Reference	
DEMAG		DEMAG		DEUTZ	
00405174	50 013 035 (AR)	98858500	50 013 035 (AR)	0126 7900	50 013 045 (OH)
00661874	50 013 064 (AR)	98859400	50 013 457 (AR)	0128 9048	50 013 020 (FC)
00687774	50 013 036 (AR)	98859500	50 013 346 (AR)	0128 9054	50 013 021 (FC)
00746444	50 013 036 (AR)	98859600	50 013 064 (AR)	0131 9258	50 013 541 (AR)
00760424	50 013 024 (OC)	98867300	50 013 037 (AR)	0190 2132	50 013 221 (AR)
04005074	50 013 122 (AR)	98867400	50 013 247 (AR)	0190 2133	50 013 417 (FS)
04278774	50 013 064 (AR)	98869300	50 013 055 (OS)	0210 2530	50 013 219 (AR)
04472874	50 013 128 (AR)	98870100	50 013 622 (OS)	0211 3151	50 013 982 (FS)
05500174	50 013 127 (FS)	98874000	50 013 229 (AR)	0213 3558	50 013 001 (FS)
05500874	50 013 000 (OS)	98876500	50 013 221 (AR)	0213 3943	50 013 001 (FS)
05503374	50 013 417 (FS)	98876600	50 013 036 (AR)	0216 1582	50 013 002 (FS)
11323374	50 013 542 (AR)	98876700	50 013 665 (AR)	0216 4590	50 013 472 (AR)
11481186	50 013 002 (FS)	98876800	50 013 024 (OC)	0216 5031	50 013 034 (AR)
11781186	50 013 000 (OS)	99050400	50 013 034 (AR)	0216 5034	50 013 034 (AR)
13106374	50 013 346 (AR)	99065600	50 013 048 (OC)	0216 5041	50 013 036 (AR)
20608940	50 013 053 (OS)	99111100	50 013 138 (OC)	0216 5044	50 013 122 (AR)
20609140	50 013 002 (FS)	99111600	50 013 030 (FC)	0216 5049	50 013 035 (AR)
24650040	50 013 000 (OS)	DEUTZ		0216 5056	50 013 064 (AR)
29504356	50 013 064 (AR)	0024 7139	50 013 417 (FS)	0216 5059	50 013 064 (AR)
29504376	50 013 035 (AR)	0116 0024	50 013 053 (OS)	0216 5074	50 013 036 (AR)
29504406	50 013 036 (AR)	0116 0025	50 013 000 (OS)	0221 1565	50 013 128 (AR)
29504526	50 013 037 (AR)	0116 0033	50 013 028 (FC)	0224 1036	50 013 457 (AR)
30994400	50 013 474 (OS)	0116 0034	50 013 020 (FC)	0224 1038	50 013 457 (AR)
39468640	50 013 229 (AR)	0116 0217	50 013 029 (FC)	0224 1329	50 013 346 (AR)
43246600	50 013 542 (AR)	0116 1003	50 013 417 (FS)	0224 3946	50 013 665 (AR)
43262100	50 013 064 (AR)	0116 1341	50 013 127 (FS)	0231 1565	50 013 128 (AR)
43262200	50 013 036 (AR)	0116 1582	50 013 002 (FS)	0231 9813	50 013 128 (AR)
43262300	50 013 122 (AR)	0116 1934	50 013 474 (OS)	0232 2855	50 013 344 (AR)
43262500	50 013 035 (AR)	0116 2757	50 013 000 (OS)	0232 3855	50 013 344 (AR)
43262700	50 013 037 (AR)	0116 2921	50 013 000 (OS)	0233 9812	50 013 128 (AR)
43264500	50 013 035 (AR)	0116 4406	50 013 157 (OS)	0233 9813	50 013 128 (AR)
43299200	50 013 000 (OS)	0116 4620	50 013 417 (FS)	0233 9814	50 013 128 (AR)
43299600	50 013 622 (OS)	0116 8398	50 013 021 (FC)	0233 9823	50 013 344 (AR)
44049000	50 013 046 (OC)	0116 8403	50 013 028 (FC)	0234 9823	50 013 344 (AR)
47186900	50 013 127 (FS)	0116 8407	50 013 020 (FC)	0235 1325	50 013 472 (AR)
47230600	50 013 220 (AR)	0116 8408	50 013 020 (FC)	0235 2117	50 013 472 (AR)
47491000	50 013 045 (OH)	0116 8409	50 013 020 (FC)	0235 2341	50 013 186 (AR)
47728740	50 013 128 (AR)	0116 8446	50 013 187 (OC)	0239 4637	50 013 221 (AR)
48294900	50 013 219 (AR)	0116 8465	50 013 046 (OC)	0241 4950	50 013 229 (AR)
51502700	50 013 052 (OS)	0116 9078	50 013 220 (AR)	0241 5950	50 013 229 (AR)
64991100	50 013 020 (FC)	0116 9116	50 013 342 (AR)	0266 6800	50 013 127 (FS)
64991200	50 013 042 (OC)	0117 3430	50 013 000 (OS)	0291 2005	50 013 122 (AR)
65957400	50 013 028 (FC)	0117 3481	50 013 053 (OS)	0293 1094	50 013 629 (OX)
68873900	50 013 020 (FC)	0117 3482	50 013 474 (OS)	0293 1095	50 013 534 (OX)
69704773	50 013 055 (OS)	0117 3765	50 013 157 (OS)	0293 1116	50 014 026 (FX)
74644400	50 013 036 (AR)	0117 4391	50 013 001 (FS)	0293 1449	50 014 026 (FX)
76001700	50 013 043 (OC)	0117 4398	50 013 075 (FS)	0293 5302	50 013 150 (OS)
76013100	50 013 022 (OC)	0117 4418	50 013 053 (OS)	0296 6251	50 013 044 (OH)
76014200	50 013 024 (OC)	0117 4419	50 013 474 (OS)	0296 6261	50 013 044 (OH)
76038600	50 013 021 (FC)	0117 4421	50 013 000 (OS)	0298 5037	50 013 229 (AR)
76038700	50 013 020 (FC)	0117 4422	50 013 417 (FS)	0335 7461	50 013 003 (OS)
76042400	50 013 024 (OC)	0117 4423	50 013 002 (FS)	0414 4966	50 013 221 (AR)
76059000	50 013 029 (FC)	0117 4424	50 013 127 (FS)	0420 8014	50 013 573 (OX)
76059400	50 013 162 (OC)	0117 4482	50 013 001 (FS)	0420 8015	50 013 575 (OX)
90100000	50 013 000 (OS)	0117 4484	50 013 139 (OS)	0425 2239	50 013 629 (OX)
90162400	50 013 002 (FS)	0117 4576	50 013 000 (OS)	0425 2248	50 013 534 (OX)
90270500	50 013 021 (FC)	0117 4577	50 013 000 (OS)	0425 2603	50 014 026 (FX)
95655000	50 013 154 (OS)	0117 4696	50 013 127 (FS)	0425 8970	50 014 026 (FX)
95659400	50 013 034 (AR)	0117 5893	50 013 021 (FC)	0438 4102	50 013 128 (AR)
96222500	50 013 417 (FS)	0118 0597	50 013 079 (FS)	0438 4103	50 013 344 (AR)
96330400	50 013 029 (FC)	0118 0867	50 013 542 (AR)	0441 5901	50 013 542 (AR)
96351100	50 013 015 (OC)	0118 1060	50 014 046 (FX)	0441 5905	50 013 541 (AR)
96401300	50 013 122 (AR)	0118 1917	50 013 002 (FS)	0498 0649	50 013 064 (AR)
96437500	50 013 128 (AR)	0118 6046	50 013 035 (AR)	0995 1042	50 013 020 (FC)



FILTER CROSS REFERENCE

Reference		Reference		Reference	
DEUTZ		DONALDSON		FAUN	
0995 1241	50 013 021 (FC)	P55-4925	50 013 162 (OC)	0746916	50 013 186 (AR)
0998 3763	50 013 036 (AR)	P555570	50 014 172 (OS)	0746928	50 013 037 (AR)
1215 4940	50 013 247 (AR)	P55-5625	50 013 023 (OC)	0796293	50 013 020 (FC)
2900 0553	50 013 157 (OS)	P55-6245	50 013 030 (FC)	1170781	50 013 064 (AR)
2907 4048	50 013 127 (FS)	P55-6287	50 013 031 (FC)	1190514	50 013 045 (OH)
2935 3002	50 013 150 (OS)	P55-7780	50 013 154 (OS)	1416433	50 013 036 (AR)
4248 0759	50 013 665 (AR)	P55-8250	50 013 061 (OS)	1470265	50 013 219 (AR)
4248 1020	50 013 221 (AR)	P55-8425	50 013 022 (OC)	1470319	50 013 000 (OS)
DONALDSON		P55-9418	50 013 053 (OS)	1470344	50 013 187 (OC)
LFP555570	50 014 172 (OS)	P55-9624	50 013 351 (FS)	1470394	50 013 002 (FS)
P14-0131	50 013 034 (AR)	P77-1508	50 013 036 (AR)	1470483	50 013 474 (OS)
P14-0188	50 013 472 (AR)	P77-1510	50 013 025 (AR)	1470629	50 013 035 (AR)
P15-1951	50 013 485 (AR)	P77-1557	50 013 344 (AR)	1470631	50 013 122 (AR)
P18-1046	50 013 186 (AR)	P77-1558	50 013 037 (AR)	1470637	50 013 064 (AR)
P18-1052	50 013 220 (AR)	P77-1561	50 013 035 (AR)	1470645	50 013 157 (OS)
P18-1054	50 013 219 (AR)	P77-1576	50 013 453 (AR)	1470654	50 013 157 (OS)
P18-1059	50 013 342 (AR)	P77-1582	50 013 027 (AR)	1470695	50 013 064 (AR)
P18-1087	50 013 472 (AR)	P77-1583	50 013 026 (AR)	1470696	50 013 037 (AR)
P18-1088	50 013 122 (AR)	P77-1594	50 013 128 (AR)	1470702	50 013 036 (AR)
P18-1137	50 013 064 (AR)	P77-1595	50 013 065 (AR)	1470718	50 013 064 (AR)
P55-0008	50 013 052 (OS)	P77-7579	50 013 400 (AR)	1470730	50 013 034 (AR)
P55-0032	50 013 003 (OS)	P77-8336	50 013 575 (OX)	1470819	50 013 154 (OS)
P55-0041	50 013 024 (OC)	P77-9130	50 013 474 (OS)	1470841	50 013 162 (OC)
P55-0060	50 013 029 (FC)	P779218	50 014 172 (OS)	1477102	50 013 472 (AR)
P55-0061	50 013 020 (FC)	P77-9432	50 013 351 (FS)	4134217	50 013 000 (OS)
P55-0120	50 013 028 (FC)	P78-0834	50 013 601 (AR)	4134236	50 013 187 (OC)
P55-0170	50 013 046 (OC)	P78-0848	50 013 601 (AR)	4134286	50 013 187 (OC)
P55-0184	50 013 138 (OC)	P78-1466	50 013 305 (AD)	4134287	50 013 474 (OS)
P55-0203	50 013 010 (OC)	P78-1466	50 014 052 (AD)	4134366	50 013 035 (AR)
P55-0226	50 013 359 (OS)	P90-0442	50 013 440 (AP)	4134367	50 013 346 (AR)
P55-0248	50 013 075 (FS)	EICHER		4134368	50 013 122 (AR)
P55-0299	50 013 155 (OS)	1621 224 M 1	50 013 154 (OS)	4134370	50 013 229 (AR)
P55-0300	50 013 048 (OC)	1871 933 M 91	50 013 034 (AR)	4134377	50 013 157 (OS)
P55-0309	50 013 044 (OH)	2001 301	50 013 029 (FC)	4134403	50 013 064 (AR)
P55-0310	50 013 045 (OH)	3030 1	50 013 042 (OC)	4134406	50 013 036 (AR)
P55-0314	50 013 015 (OC)	3030 2	50 013 154 (OS)	4134407	50 013 665 (AR)
P55-0315	50 013 043 (OC)	FAHR		4134419	50 013 247 (AR)
P55-0317	50 013 000 (OS)	1111402010000	50 013 034 (AR)	4134427	50 013 034 (AR)
P55-0318	50 013 215 (OS)	1111402030400	50 013 229 (AR)	4134473	50 013 154 (OS)
P55-0342	50 013 398 (OS)	1111402030600	50 013 122 (AR)	4134475	50 013 417 (FS)
P55-0345	50 013 127 (FS)	1111402910000	50 013 034 (AR)	4134784	50 013 000 (OS)
P55-0349	50 013 020 (FC)	1111601953100	50 013 045 (OH)	4192160	50 013 219 (AR)
P55-0362	50 013 474 (OS)	1111602030900	50 013 000 (OS)	4192169	50 013 219 (AR)
P55-0580	50 013 358 (OS)	1111622935900	50 013 034 (AR)	470226	50 013 020 (FC)
P55-0587	50 013 075 (FS)	1210134012800	50 013 154 (OS)	4790226	50 013 020 (FC)
P55-0588	50 013 001 (FS)	1210702019500	50 013 035 (AR)	4795772	50 013 002 (FS)
P55-0777	50 013 261 (OS)	1210702033400	50 013 036 (AR)	4795837	50 013 000 (OS)
P55-0860	50 013 028 (FC)	1210702033500	50 013 665 (AR)	4796439	50 013 162 (OC)
P55-0861	50 013 021 (FC)	1212302023600	50 013 346 (AR)	60541290003	50 013 042 (OC)
P55-0943	50 013 002 (FS)	8121918027400	50 013 346 (AR)	746920	50 013 417 (FS)
P55-1060	50 013 187 (OC)	8121918050900	50 013 189 (FP)	9746444	50 013 036 (AR)
P55-1102	50 013 157 (OS)	FAUN		FENDT	
P55-1201	50 013 215 (OS)	0746222	50 013 219 (AR)	F015200060160	50 013 028 (FC)
P55-1603	50 013 134 (OS)	0746293	50 013 020 (FC)	F015200060180	50 013 029 (FC)
P55-1604	50 013 017 (OS)	0746369	50 013 035 (AR)	F100001160024	50 013 053 (OS)
P55-1605	50 013 019 (FS)	0746383	50 013 122 (AR)	F100001160243	50 013 002 (FS)
P55-3004	50 013 079 (FS)	0746389	50 013 037 (AR)	F100001173481	50 013 053 (OS)
P55-3191	50 013 055 (OS)	0746444	50 013 036 (AR)	F100001174418	50 013 053 (OS)
P55-3771	50 013 000 (OS)	0746555	50 013 342 (AR)	F117200090010	50 013 541 (AR)
P55-4004	50 013 055 (OS)	0746712	50 013 346 (AR)	F135203092010	50 013 128 (AR)
P55-4005	50 013 622 (OS)	0746839	50 013 229 (AR)	F138204060020	50 013 127 (FS)
P55-4017	50 013 061 (OS)	0746870	50 013 261 (OS)	F139207310510	50 013 042 (OC)
P55-4105	50 013 622 (OS)			F139207310511	50 013 042 (OC)
P55-4620	50 013 417 (FS)			F180201060030	50 013 001 (FS)



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Reference		Reference		Reference	
FENDT		FIAAM		FIAAM	
F181200060030	50 013 002 (FS)	FA4975	50 013 387 (OC)	FT4669	50 013 464 (OS)
F182200090010	50 013 122 (AR)	FA5023	50 013 405 (OC)	FT4669T	50 013 464 (OS)
F184200090010	50 013 122 (AR)	FA5285	50 013 384 (OX)	FT4670	50 013 134 (OS)
F184200090040	50 013 229 (AR)	FA5400	50 013 172 (OH)	FT4713	50 013 019 (FS)
F184230090050	50 013 035 (AR)	FA5437ECO	50 013 564 (OX)	FT4771	50 013 003 (OS)
F184230090100	50 013 346 (AR)	FA5439ECO	50 013 578 (OX)	FT4777	50 013 061 (OS)
F186200091010	50 013 457 (AR)	FA5557ECO	50 013 580 (FX)	FT4790	50 013 154 (OS)
F238202310010	50 013 154 (OS)	FA5587	50 013 570 (OX)	FT4799	50 013 127 (FS)
F275203010020	50 013 053 (OS)	FB1277	50 013 048 (OC)	FT4802	50 013 079 (FS)
F278201060040	50 013 030 (FC)	FB1277A	50 013 048 (OC)	FT4802	50 013 002 (FS)
F280200090020	50 013 472 (AR)	FB1278A	50 013 046 (OC)	FT4804	50 013 017 (OS)
F280200090030	50 013 665 (AR)	FB1501A	50 013 010 (OC)	FT4805	50 013 155 (OS)
F284201310040	50 013 000 (OS)	FB1517A	50 013 015 (OC)	FT4807	50 013 417 (FS)
F284950030020	50 013 045 (OH)	FB1517B	50 013 345 (OC)	FT4813	50 013 464 (OS)
F291200090100	50 013 064 (AR)	FB1526	50 013 136 (OC)	FT4826	50 013 003 (OS)
F385202090010	50 013 036 (AR)	FC1027B	50 013 028 (FC)	FT4828	50 013 215 (OS)
F411201510010	50 013 629 (OX)	FC1495	50 013 020 (FC)	FT4829	50 013 358 (OS)
F716200510020	50 013 534 (OX)	FC1495B	50 013 020 (FC)	FT4840	50 013 005 (FS)
F 716 201 060 070	50 014 026 (FX)	FLI6304	50 013 128 (AR)	FT4878	50 013 055 (OS)
F816200060010	50 013 297 (FS)	FLI6415	50 013 472 (AR)	FT4879	50 013 157 (OS)
F816200060020	50 013 297 (FS)	FLI6416	50 013 035 (AR)	FT4945	50 013 464 (OS)
F816200710060	50 013 297 (FS)	FLI6417	50 013 122 (AR)	FT4961	50 013 351 (FS)
F926200090010	50 013 064 (AR)	FLI6435	50 013 342 (AR)	FT5018A	50 013 359 (OS)
F926202510010	50 013 384 (OX)	FLI6438	50 013 344 (AR)	FT5036	50 013 515 (OS)
G292100471110	50 013 622 (OS)	FLI6458	50 013 034 (AR)	FT5053A	50013355/10 (OS)
G311200060010	50 013 297 (FS)	FLI6466	50 013 485 (AR)	FT5053A	50 013 355 (OS)
G311200060050	50 013 297 (FS)	FLI6467	50 013 064 (AR)	FT5055A	50 013 158 (FS)
H117200090150	50 013 541 (AR)	FLI6468	50 013 461 (AR)	FT5081	50 013 001 (FS)
X810190140	50 013 001 (FS)	FLI6489	50 013 220 (AR)	FT5103	50 013 150 (OS)
X810190165	50 013 297 (FS)	FLI6490	50 013 219 (AR)	FT5118	50013504/10 (OS)
X810270073	50 013 034 (AR)	FLI6491	50 013 036 (AR)	FT5118	50 013 504 (OS)
816810140070	50 013 541 (AR)	FLI6496	50 013 186 (AR)	FT5119	50 013 359 (OS)
FENWICK		FLI6500	50 013 025 (AR)	FT5121	50 013 398 (OS)
F8000479	50 013 030 (FC)	FLI6501	50 013 026 (AR)	FT5144	50 013 139 (OS)
F8100779	50 013 220 (AR)	FLI6507	50 013 457 (AR)	FT5149	50 013 504 (OS)
F8101108	50 013 219 (AR)	FLI6619	50 013 037 (AR)	FT5149	50013504/10 (OS)
3123567	50 013 030 (FC)	FLI6673	50 013 027 (AR)	FT5152	50 013 804 (FS)
8000479	50 013 030 (FC)	FLI6691	50 013 453 (AR)	FT5166	50 013 185 (FP)
8100779	50 013 220 (AR)	FLI6694	50 013 381 (AR)	FT5167	50 013 189 (FP)
8101108	50 013 219 (AR)	FLI6801	50 013 221 (AR)	FT5218	50 013 474 (OS)
8104266	50 013 000 (OS)	FLI6871	50 013 466 (AR)	FT5220	50 013 465 (OS)
FIAAM		FLI6895	50 013 400 (AR)	FT5221	50013504/10 (OS)
FA4009	50 013 140 (OC)	FLI6930	50 013 065 (AR)	FT5221	50 013 504 (OS)
FA4018A	50 013 044 (OH)	FLI9017	50 013 538 (AR)	FT5263	50 013 262 (FC)
FA4043/2	50 013 029 (FC)	FL6124	50 013 352 (AR)	FT5306	50 013 828 (FP)
FA4136	50 013 641 (OT)	FL6397	50 013 180 (AR)	FT5315	50 013 305 (AD)
FA4161/2	50 013 021 (FC)	FL6661	50 013 180 (AR)	FT5315	50 014 052 (AD)
FA4247	50 013 138 (OC)	FL6906	50 013 458 (AR)	FT5341	50 013 504 (OS)
FA4247A	50 013 138 (OC)	FL6917	50 013 436 (AP)	FT5341	50013504/10 (OS)
FA4511	50 013 042 (OC)	FP4378	50 013 030 (FC)	FT5356	50 013 417 (FS)
FA4511A	50 013 042 (OC)	FP4683	50 013 002 (FS)	FT5378	50 013 859 (OS)
FA4524	50 013 187 (OC)	FP4712	50 013 127 (FS)	FT5388	50 013 506 (OS)
FA4584	50 013 045 (OH)	FP4779	50 013 031 (FC)	FT5409	50 013 504 (OS)
FA4816A	50 013 016 (OC)	FP4932	50 013 002 (FS)	FT5409	50013504/10 (OS)
FA4820	50 013 162 (OC)	FP4935A	50 013 075 (FS)	FT5417	50 013 831 (FP)
FA4830	50 013 024 (OC)	FP5158	50 013 508 (FC)	FT5460	50 013 261 (OS)
FA4873	50 013 022 (OC)	FP5158A	50 013 508 (FC)	FT5604	50 013 265 (FP)
FA4889A	50 013 022 (OC)	FP5352	50 013 075 (FS)	PA7006	50 013 060 (AP)
FA4901A	50 013 024 (OC)	FP5425	50 013 075 (FS)	PA7052	50 013 168 (AP)
FA4953	50 013 023 (OC)	FP5571	50 013 075 (FS)	PA7070	50 013 169 (AP)
FA4958A	50 013 094 (OC)	FP5614	50 014 139 (FP)	PA7071	50 013 183 (AP)
FA4958A	50 013 043 (OC)	FT4403	50 013 052 (OS)	PA7094	50 013 168 (AP)
FA4958B	50 013 094 (OC)	FT4653	50 013 053 (OS)	PA7122	50 013 393 (AP)
		FT4657	50 013 000 (OS)	PA7160	50 013 436 (AP)



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Reference		Reference		Reference	
FIAAM		FIAT / IVECO		FIAT / IVECO	
PA7217	50 013 241 (AP)	1905620	50 013 247 (AR)	4354828	50 013 052 (OS)
PA7229	50 013 243 (AP)	1907566	50 013 134 (OS)	4363485	50 013 003 (OS)
PA7339	50 013 435 (AP)	1907567	50 013 464 (OS)	4371582	50 013 003 (OS)
FIAT / IVECO		1907570	50 013 017 (OS)	4434794	50 013 003 (OS)
FO4621740	50 013 030 (FC)	1907580	50 013 359 (OS)	4434825	50 013 358 (OS)
00721779	50 013 220 (AR)	1907581	50 013 398 (OS)	4434959	50 013 003 (OS)
01160025	50 013 000 (OS)	1907582	50 013 359 (OS)	4446335	50 013 003 (OS)
01160033	50 013 028 (FC)	1907583	50 013 359 (OS)	4462675	50 013 003 (OS)
01160217	50 013 029 (FC)	1907584	50 013 398 (OS)	4462676	50 013 003 (OS)
01168407	50 013 020 (FC)	1907612	50 013 305 (AD)	4462677	50 013 003 (OS)
01173430	50 013 000 (OS)	1907612	50 014 052 (AD)	4462678	50 013 003 (OS)
01289048	50 013 020 (FC)	1909100	50 013 030 (FC)	446275	50 013 003 (OS)
01289054	50 013 021 (FC)	1909101	50 013 134 (OS)	4506839	50 013 052 (OS)
01901687	50 013 030 (FC)	1909102	50 013 464 (OS)	4561986	50 013 030 (FC)
01901929	50 013 030 (FC)	1909103	50 013 019 (FS)	4564986	50 013 030 (FC)
01902100	50 013 030 (FC)	1909113	50 013 028 (FC)	4597232	50 013 134 (OS)
01902138	50 013 075 (FS)	1909119	50 013 019 (FS)	4600875	50 013 134 (OS)
01909100	50 013 030 (FC)	1909137	50 013 017 (OS)	4602186	50 013 464 (OS)
01909142	50 013 001 (FS)	1909139	50 013 220 (AR)	4607360	50 013 464 (OS)
01930010	50 013 001 (FS)	1909142	50 013 001 (FS)	4608186	50 013 464 (OS)
02133943	50 013 001 (FS)	1909957	50 013 342 (AR)	4612227	50 013 030 (FC)
04371582	50 013 003 (OS)	1918595	50 013 220 (AR)	4613310	50 013 019 (FS)
04434794	50 013 003 (OS)	1930010	50 013 075 (FS)	4618310	50 013 019 (FS)
04621740	50 013 030 (FC)	1930213	50 013 359 (OS)	4621540	50 013 030 (FC)
09293140	50 013 034 (AR)	1930277	50 013 031 (FC)	4621739	50 013 030 (FC)
09930450	50 013 021 (FC)	1930328	50 013 052 (OS)	4621740	50 013 030 (FC)
1167808	50 013 220 (AR)	1930329	50 013 052 (OS)	46217401	50 013 030 (FC)
1186044	50 013 122 (AR)	1930542	50 013 398 (OS)	4621742	50 013 030 (FC)
125255	50 013 342 (AR)	1930742	50 013 464 (OS)	4625546	50 013 464 (OS)
1354823	50 013 052 (OS)	1930747	50 013 186 (AR)	4629544	50 013 134 (OS)
1354828	50 013 052 (OS)	1930820	50 013 002 (FS)	4630786	50 013 134 (OS)
1900823	50 013 359 (OS)	1930823	50 013 359 (OS)	4630787	50 013 464 (OS)
1901602	50 013 464 (OS)	1930906	50 013 398 (OS)	4643371	50 013 134 (OS)
1901603	50 013 134 (OS)	20008157	50 013 342 (AR)	4644293	50 013 019 (FS)
1901604	50 013 017 (OS)	2220425	50 013 052 (OS)	4648371	50 013 134 (OS)
1901605	50 013 019 (FS)	2654392	50 013 464 (OS)	4651936	50 013 030 (FC)
1901606	50 013 358 (OS)	3111946	50 013 030 (FC)	4651966	50 013 030 (FC)
1901629	50 013 030 (FC)	4027979	50 013 464 (OS)	4651986	50 013 030 (FC)
1901687	50 013 030 (FC)	4059252	50 013 219 (AR)	4658986	50 013 030 (FC)
1901779	50 013 064 (AR)	4126435	50 013 003 (OS)	4660444	50 013 030 (FC)
1901902	50 013 186 (AR)	4135600	50 013 464 (OS)	4667338	50 013 017 (OS)
1901919	50 013 000 (OS)	41356000	50 013 464 (OS)	4667339	50 013 017 (OS)
1901925	50 013 064 (AR)	4158728	50 013 003 (OS)	4667755	50 013 017 (OS)
1901929	50 013 030 (FC)	4160703	50 013 003 (OS)	4669550	50 013 030 (FC)
1902047	50 013 359 (OS)	4199523	50 013 003 (OS)	4669551	50 013 030 (FC)
1902048	50 013 036 (AR)	42015789	50 013 064 (AR)	4671001	50 013 019 (FS)
1902076	50 013 359 (OS)	42074972	50 013 002 (FS)	4680444	50 013 030 (FC)
1902077	50 013 035 (AR)	42078290	50 013 035 (AR)	4694322	50 013 019 (FS)
1902102	50 013 398 (OS)	4222406	50 013 464 (OS)	4700487	50 013 019 (FS)
1902125	50 013 064 (AR)	42480759	50 013 665 (AR)	4712132	50 013 358 (OS)
1902127	50 013 122 (AR)	42481020	50 013 221 (AR)	4719150	50 013 358 (OS)
1902129	50 013 037 (AR)	42484344	50 013 342 (AR)	4730586	50 013 134 (OS)
1902134	50 013 002 (FS)	42488361	50 013 037 (AR)	4730587	50 013 464 (OS)
1902135	50 013 053 (OS)	4261739	50 013 030 (FC)	4742848	50 013 019 (FS)
1902136	50 013 474 (OS)	4286050	50 013 003 (OS)	4753103	50 013 001 (FS)
1902137	50 013 044 (OH)	4286051	50 013 003 (OS)	4764693	50 013 002 (FS)
1902138	50 013 075 (FS)	4286052	50 013 003 (OS)	4764725	50 013 075 (FS)
1902465	50 013 036 (AR)	43061000	50 013 075 (FS)	4776902	50 013 035 (AR)
1903628	50 013 359 (OS)	4316238	50 013 003 (OS)	4787410	50 013 359 (OS)
1903629	50 013 398 (OS)	4335580	50 013 003 (OS)	4787696	50 013 030 (FC)
1903715	50 013 398 (OS)	4335880	50 013 003 (OS)	4787733	50 013 398 (OS)
1903785	50 013 359 (OS)	4343591	50 013 003 (OS)	4791113	50 013 359 (OS)
1903790	50 013 003 (OS)	4343597	50 013 003 (OS)	4795601	50 013 075 (FS)
1904550	50 013 037 (AR)	4353591	50 013 003 (OS)	4796458	50 013 359 (OS)



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Reference		Reference		Reference	
FIAT / IVECO		FIAT / IVECO		FIAT / IVECO	
4799425	50 013 359 (OS)	70640660	50 013 220 (AR)	74789026	50 013 220 (AR)
4813127	50 013 075 (FS)	70648734	50 013 186 (AR)	74980649	50 013 064 (AR)
4814454	50 013 075 (FS)	70659389	50 013 220 (AR)	74996245	50 013 220 (AR)
4842288	50 013 220 (AR)	70659533	50 013 186 (AR)	75208272	50 013 002 (FS)
4950103	50 013 219 (AR)	70674953	50 013 220 (AR)	7571569	50 013 359 (OS)
4951092	50 013 134 (OS)	70684734	50 013 186 (AR)	75951661	50 013 075 (FS)
4956902	50 013 219 (AR)	70721719	50 013 220 (AR)	77115920	50 013 220 (AR)
4964322	50 013 019 (FS)	708041782	50 013 186 (AR)	77306750	50 013 342 (AR)
4975601	50 013 075 (FS)	709224318	50 013 030 (FC)	77430122	50 013 219 (AR)
504 166113	50 013 982 (FS)	709924318	50 013 030 (FC)	7759323	50 013 436 (AP)
5583693	50 013 031 (FC)	71004421	50 013 219 (AR)	77659533	50 013 186 (AR)
592602	50 013 052 (OS)	71004652	50 013 219 (AR)	78009532	50 013 220 (AR)
5926021	50 013 154 (OS)	71007973	50 013 342 (AR)	78011014	50 013 219 (AR)
5940899	50 013 003 (OS)	71010407	50 013 342 (AR)	78011414	50 013 219 (AR)
5951661	50 013 075 (FS)	7110301	50 013 002 (FS)	78041782	50 013 186 (AR)
5951891	50 013 150 (OS)	71140888	50 013 220 (AR)	78826586	50 013 017 (OS)
5962400	50 013 075 (FS)	71167807	50 013 220 (AR)	79011386	50 013 342 (AR)
5964018	50 013 031 (FC)	71167808	50 013 220 (AR)	79026104	50 013 017 (OS)
5981936	50 013 075 (FS)	71354828	50 013 052 (OS)	79043780	50 013 186 (AR)
5983298	50 013 030 (FC)	71713782	50 013 359 (OS)	79075882	50 013 075 (FS)
5983900	50 013 359 (OS)	71901929	50 013 030 (FC)	79083212	50 013 342 (AR)
5983958	50 013 030 (FC)	71930010	50 013 075 (FS)	79293140	50 013 034 (AR)
5984018	50 013 031 (FC)	71961003	50 013 464 (OS)	79918114	50 013 030 (FC)
5984019	50 013 031 (FC)	72072636	50 013 220 (AR)	79918184	50 013 030 (FC)
61142392	50 013 002 (FS)	7211779	50 013 220 (AR)	79924318	50 013 030 (FC)
61142397	50 013 002 (FS)	72370000	50 013 052 (OS)	79933276	50 013 186 (AR)
61144392	50 013 002 (FS)	7300943	50 013 003 (OS)	79936891	50 013 075 (FS)
61259040	50 013 261 (OS)	7301916	50 013 359 (OS)	7997615	50 013 220 (AR)
61315398	50 013 398 (OS)	7301939	50 013 359 (OS)	80095326	50 013 220 (AR)
61315399	50 013 398 (OS)	73038502	50 013 046 (OC)	8011014	50 013 219 (AR)
61584009	50 013 053 (OS)	73046858	50 013 219 (AR)	8041782	50 013 186 (AR)
61589105	50 013 019 (FS)	73048581	50 013 219 (AR)	8123564	50 014 052 (AD)
61589106	50 013 017 (OS)	73048658	50 013 219 (AR)	8123564	50 013 305 (AD)
61660298	50 013 134 (OS)	73067507	50 013 342 (AR)	8123679	50 013 002 (FS)
61674455	50 013 002 (FS)	73119795	50 013 342 (AR)	8190948	50 014 052 (AD)
621740	50 013 030 (FC)	73124135	50 013 261 (OS)	8190948	50 013 305 (AD)
62703506	50 013 052 (OS)	74021443	50 013 219 (AR)	82220425	50 013 052 (OS)
62775368	50 013 030 (FC)	74027979	50 013 464 (OS)	8222045	50 013 052 (OS)
62775369	50 013 154 (OS)	74035556	50 013 075 (FS)	82232108	50 013 052 (OS)
62775370	50 013 134 (OS)	74059252	50 013 219 (AR)	82241613	50 013 052 (OS)
62775371	50 013 019 (FS)	74059292	50 013 219 (AR)	82255076	50 013 052 (OS)
671160	50 013 000 (OS)	74060050	50 013 030 (FC)	82300672	50 013 052 (OS)
673588	50 013 000 (OS)	74121392	50 013 052 (OS)	82342881	50 013 003 (OS)
700703332	50 013 261 (OS)	74170601	50 013 052 (OS)	82360558	50 013 003 (OS)
70072636	50 013 220 (AR)	74322701	50 013 261 (OS)	82361657	50 013 003 (OS)
70112217	50 013 046 (OC)	74389026	50 013 220 (AR)	82406319	50 013 075 (FS)
70132578	50 013 052 (OS)	74434895	50 013 075 (FS)	8248012	50 013 220 (AR)
70230578	50 013 052 (OS)	74490296	50 013 030 (FC)	8293140	50 013 034 (AR)
70232421	50 013 052 (OS)	74502494	50 013 046 (OC)	8322872	50 013 219 (AR)
70232578	50 013 052 (OS)	74502495	50 013 046 (OC)	8322972	50 013 219 (AR)
70234900	50 013 052 (OS)	74507257	50 013 046 (OC)	8322986	50 013 037 (AR)
70237000	50 013 052 (OS)	74511629	50 013 052 (OS)	8322988	50 013 064 (AR)
70243162	50 013 220 (AR)	74513411	50 013 464 (OS)	8322989	50 013 064 (AR)
70243163	50 013 220 (AR)	74523873	50 013 052 (OS)	8323032	50 013 036 (AR)
70248882	50 013 220 (AR)	74621540	50 013 030 (FC)	8323285	50 013 036 (AR)
70251397	50 013 030 (FC)	74621739	50 013 030 (FC)	8323286	50 013 036 (AR)
70256983	50 013 342 (AR)	74621740	50 013 030 (FC)	8323287	50 013 036 (AR)
70257024	50 013 342 (AR)	74630787	50 013 154 (OS)	8323288	50 013 036 (AR)
70260309	50 013 342 (AR)	74651047	50 013 046 (OC)	8323385	50 013 037 (AR)
7032389	50 013 150 (OS)	74651986	50 013 030 (FC)	8323386	50 013 037 (AR)
705603	50 013 030 (FC)	74667338	50 013 017 (OS)	8323387	50 013 037 (AR)
70592765	50 013 052 (OS)	74667339	50 013 017 (OS)	8508111	50 013 021 (FC)
70638274	50 013 219 (AR)	74667755	50 013 017 (OS)	8820772	50 013 134 (OS)
70639050	50 013 220 (AR)	74680444	50 013 030 (FC)	8821823	50 013 019 (FS)



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Reference		Reference		Reference	
FIAT / IVECO		FLEETGUARD		FLEETGUARD	
8822645	50 013 134 (OS)	AF4713	50 013 037 (AR)	LF3625	50 013 000 (OS)
8822986	50 013 019 (FS)	AF4842	50 013 065 (AR)	LF3635	50 013 261 (OS)
8826586	50 013 017 (OS)	AF4915	50 013 539 (AP)	LF3654	50 013 261 (OS)
8919500	50 013 030 (FC)	AF4916	50 013 440 (AP)	LF4017	50 013 061 (OS)
9280017	50 013 030 (FC)	AF807K	50 013 220 (AR)	LF4053	50 013 024 (OC)
9280124	50 013 030 (FC)	AF971	50 013 472 (AR)	LF4054	50 013 000 (OS)
9281024	50 013 030 (FC)	AF977	50 013 026 (AR)	LF4056	50 013 053 (OS)
9293140	50 013 034 (AR)	AF981	50 013 461 (AR)	LF4072	50 013 187 (OC)
9609896480	50 013 262 (FC)	AF991	50 013 344 (AR)	LF4104	50 013 017 (OS)
981950	50 013 030 (FC)	FF146	50 013 029 (FC)	LF4105	50 013 162 (OC)
9819500	50 013 030 (FC)	FF147	50 013 021 (FC)	LF4112	50 013 157 (OS)
9819500E1	50 013 030 (FC)	FF167	50 013 030 (FC)	LF4154	50 013 474 (OS)
9819501	50 013 134 (OS)	FF167A	50 013 030 (FC)	LF4156	50 013 043 (OC)
9831079	50 013 052 (OS)	FF4033	50 013 020 (FC)	LF513	50 013 046 (OC)
98432648	50 013 359 (OS)	FF4052A	50 013 031 (FC)	LF551A	50 013 052 (OS)
98432653	50 013 398 (OS)	FF4070	50 013 351 (FS)	LF566	50 013 140 (OC)
98472349	50 013 359 (OS)	FF4141	50 013 028 (FC)	LF596	50 013 138 (OC)
9912650	50 013 045 (OH)	FF5018	50 013 002 (FS)	LF667	50 013 055 (OS)
9914144	50 013 030 (FC)	FF5039	50 013 019 (FS)	LF682	50 013 464 (OS)
9918114	50 013 030 (FC)	FF5040	50 013 127 (FS)	LF689	50 013 003 (OS)
9918144	50 013 030 (FC)	FF5052	50 013 002 (FS)	LF697	50 013 155 (OS)
9918184	50 013 030 (FC)	FF5053	50 013 028 (FC)	LF756	50 013 042 (OC)
9921419	50 013 219 (AR)	FF5054	50 013 020 (FC)	LF766	50 014 172 (OS)
9924138	50 013 030 (FC)	FF5060	50 013 075 (FS)	LF777	50 013 261 (OS)
9924318	50 013 030 (FC)	FF5074	50 013 079 (FS)	LF787	50 013 155 (OS)
9927604	50 013 342 (AR)	FF5100	50 013 028 (FC)	FORD	
9930450	50 013 021 (FC)	FF5112	50 013 005 (FS)		
9933276	50 013 186 (AR)	FF5113	50 013 127 (FS)	AS 196 97 B	50 013 046 (OC)
9936891	50 013 075 (FS)	FF5135	50 013 075 (FS)	A 690 X 6731 BA	50 013 140 (OC)
99368919	50 013 075 (FS)	FF5153	50 013 158 (FS)	A 690 X 6731 CA	50 013 003 (OS)
9938405	50 013 075 (FS)	FF5156	50 013 001 (FS)	A 690 X 6731 EA	50 013 140 (OC)
9939229	50 013 031 (FC)	FF5271	50 013 297 (FS)	A 700 X 6714 HA	50 013 003 (OS)
9941058	50 013 001 (FS)	FF5373	50 013 158 (FS)	A 700 X 6714 JA	50 013 003 (OS)
9957615	50 013 220 (AR)	HF6161	50 013 045 (OH)	A 700 X 6714 SA	50 013 052 (OS)
9983764	50 013 064 (AR)	HF6162	50 013 044 (OH)	A 700 X 6731 AFA	50 013 140 (OC)
9987150	50 013 035 (AR)	LF3320	50 013 022 (OC)	A 700 X 6744 TA	50 013 046 (OC)
FLEETGUARD		LF3321	50 013 055 (OS)	A 710 X 6714 CA	50 013 003 (OS)
		LF3327	50 013 024 (OC)	A 710 X 6714 DA	50 013 003 (OS)
AF1733KM	50 013 342 (AR)	LF3342	50 014 172 (OS)	A 710 X 6714 EA	50 013 003 (OS)
AF1798	50 013 485 (AR)	LF3346	50 013 017 (OS)	A 720 X 6714 CA	50 013 052 (OS)
AF1801	50 013 457 (AR)	LF3347	50 013 134 (OS)	A 730 X 6714 FA	50 013 000 (OS)
AF1802	50 013 037 (AR)	LF3350	50 013 023 (OC)	A 730 X 6714 KA	50 013 134 (OS)
AF1812	50 013 027 (AR)	LF3351	50 013 022 (OC)	A 730 X 6744 F 3 A	50 013 162 (OC)
AF25022	50 013 466 (AR)	LF3355	50 013 043 (OC)	A 730 X 6744 L 2 A	50 013 048 (OC)
AF25064	50 013 035 (AR)	LF3358	50 013 046 (OC)	A 730 X 6744 SA	50 013 187 (OC)
AF25065	50 013 036 (AR)	LF3364	50 013 010 (OC)	A 740 X 6714 AA	50 013 052 (OS)
AF25069	50 013 165 (AR)	LF3365	50 013 405 (OC)	A 740 X 6714 FA	50 013 003 (OS)
AF25264	50 013 400 (AR)	LF3376	50 013 215 (OS)	A 740 X 6731 DA	50 013 016 (OC)
AF4040	50 013 035 (AR)	LF3391	50 013 048 (OC)	A 770 X 9155 AA	50 013 031 (FC)
AF4058	50 013 122 (AR)	LF3395	50 013 387 (OC)	A 780 X 9155 AA	50 013 031 (FC)
AF4059K	50 013 342 (AR)	LF3397	50 013 015 (OC)	A 800 X 9601 AAA	50 013 034 (AR)
AF4060	50 013 064 (AR)	LF3400	50 013 003 (OS)	A 810 X 9150 CA	50 013 001 (FS)
AF4067	50 013 034 (AR)	LF3402	50 013 154 (OS)	A 820 X 9150 AA	50 013 075 (FS)
AF4069	50 013 036 (AR)	LF3417	50 013 053 (OS)	A 830 X 6731 AHA	50 013 024 (OC)
AF409K	50 013 219 (AR)	LF3480	50 013 359 (OS)	A 830 X 9150 JA	50 013 031 (FC)
AF409KM	50 013 219 (AR)	LF3481	50 013 359 (OS)	A 830 X 9601 AAA	50 013 457 (AR)
AF4129	50 013 025 (AR)	LF3506	50 013 465 (OS)	A 830 X 9601 ABA	50 013 122 (AR)
AF4137	50 013 128 (AR)	LF3530	50 013 052 (OS)	A 830 X 9601 AEA	50 013 035 (AR)
AF424	50 013 186 (AR)	LF3573	50 013 043 (OC)	A 830 X 9601 AHA	50 013 472 (AR)
AF424M	50 013 186 (AR)	LF3584	50 013 136 (OC)	A 830 X 9601 AJA	50 013 036 (AR)
AF437K	50 013 220 (AR)	LF3585	50 013 345 (OC)	A 830 X 9601 ANA	50 013 064 (AR)
AF4503	50 013 037 (AR)	LF3594	50 013 398 (OS)	A 830 X 9601 BAA	50 013 026 (AR)
AF4575	50 013 453 (AR)	LF3605	50 013 042 (OC)	A 830 X 9601 BBA	50 013 025 (AR)
AF4637	50 013 128 (AR)	LF3607	50 013 094 (OC)	A 830 X 9601 BDA	50 013 186 (AR)
AF4691	50 013 381 (AR)				



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FILTER CROSS REFERENCE

Reference		Reference		Reference	
FORD		FORD		FORD	
A 830 X 9601 BEA	50 013 037 (AR)	C 6 TZ 9600 B	50 013 220 (AR)	OBA 6731 A	50 013 046 (OC)
A 830 X 9601 BLA	50 013 027 (AR)	C 7 JZ 9600 C	50 013 219 (AR)	OCM 6714 A	50 013 046 (OC)
A 830 X 9601 BRA	50 013 220 (AR)	C 7 NN 6 N 605 A	50 013 046 (OC)	OCM 6714 A 1	50 013 046 (OC)
A 830 X 9601 BTA	50 013 219 (AR)	C 7 NN 6714 A	50 013 052 (OS)	OCM 6714 A 2	50 013 046 (OC)
A 830 X 9601 BUA	50 013 342 (AR)	C 7 NN 6714 8	50 013 052 (OS)	OEL 6714 A	50 013 046 (OC)
A 830 X 9601 CAA	50 013 457 (AR)	C 7 NN 9176 A	50 013 030 (FC)	OHA 6714 A	50 013 046 (OC)
A 830 X 9601 CCA	50 013 035 (AR)	C 7 NN 9176 C	50 013 030 (FC)	R 1 A	50 013 052 (OS)
A 830 X 9601 CFA	50 013 472 (AR)	C 7 TF 9365 C	50 013 030 (FC)	R 1 D	50 013 046 (OC)
A 830 X 9601 CGA	50 013 036 (AR)	C 7 TZ 9365 A	50 013 030 (FC)	R 1 G	50 013 046 (OC)
A 830 X 9601 CLA	50 013 064 (AR)	C 7 TZ 9365 C	50 013 030 (FC)	SBA 3145 3112 8	50 013 220 (AR)
A 830 X 9601 NA	50 013 220 (AR)	C 7 TZ 9365 PC	50 013 030 (FC)	0 006 731 A	50 013 046 (OC)
A 830 X 9601 TA	50 013 219 (AR)	C 8 AF 9614 A	50 013 052 (OS)	01 A 186 58 A	50 013 046 (OC)
A 830 X 9601 UA	50 013 342 (AR)	C 9 TZ 9365 A	50 013 030 (FC)	01 A 186 60 A	50 013 046 (OC)
A 840 X 9150 BA	50 013 075 (FS)	C 98 TZ 9365 A	50 013 030 (FC)	01 A 186 62	50 013 046 (OC)
BCNN 6714 B	50 013 052 (OS)	DINN 6714 C	50 013 052 (OS)	01 A 186 62 A 1	50 013 046 (OC)
B 7 A 6714 A	50 013 052 (OS)	DOHZ 9601 G	50 013 186 (AR)	0 542 957	50 013 150 (OS)
B 7 A 6731 A	50 013 052 (OS)	DONN 6714 B	50 013 052 (OS)	109 E 9601 A	50 013 220 (AR)
B 7 A 6731 B	50 013 052 (OS)	DONN 9 NO 74 B	50 013 030 (FC)	1137 026	50 014 139 (FP)
B 7 A 6741 A	50 013 052 (OS)	DONN 9 N 074 B	50 013 030 (FC)	1 140 564 0	50 013 003 (OS)
B 8 A 6731 A	50 013 052 (OS)	DONN 9 N 9176	50 013 030 (FC)	1 142 547 2	50 013 003 (OS)
B 8167 31 A	50 013 052 (OS)	DONN 9176 B	50 013 030 (FC)	1 146 446 7	50 013 003 (OS)
B 9 AE 6714 AB	50 013 052 (OS)	D 0 HZ 9601 G	50 013 186 (AR)	1 146 449 7	50 013 003 (OS)
B 9 AE 6714 A 2	50 013 052 (OS)	D 0 NN 6714 B	50 013 052 (OS)	1 146 449 8	50 013 003 (OS)
B 9 AE 6714 A 6	50 013 052 (OS)	D 0 NN 9 N 074 B	50 013 030 (FC)	1 152 547 2	50 013 003 (OS)
B 9 AE 6714 B	50 013 052 (OS)	D 0 NN 9176 B	50 013 030 (FC)	1 152 580 2	50 013 003 (OS)
B 9 A 6714 A	50 013 052 (OS)	D 2 NN 6714 C	50 013 155 (OS)	1 154 295 7	50 013 003 (OS)
B 9 LE 6714 A	50 013 052 (OS)	D 3 HZ 6731 B	50 013 155 (OS)	1230 645	50 014 139 (FP)
CC 1 AZ 6731 A	50 013 052 (OS)	D 8 NN 6714 GA	50 013 052 (OS)	1 423 477	50 013 030 (FC)
CC 1 A 2671 A	50 013 052 (OS)	D 8 NN 9 N 074 A	50 013 030 (FC)	1 427 768	50 013 031 (FC)
CDLEG 6714	50 013 052 (OS)	D 8 NN 9 N 074 AA	50 013 030 (FC)	1 473 773	50 013 003 (OS)
CFFN 6714 A	50 013 052 (OS)	D 8 NN 9176 AA	50 013 031 (FC)	1480 561	50 014 139 (FP)
CJLE 9176 A	50 013 030 (FC)	D 8 NN 9176 AAA	50 013 030 (FC)	1 482 151	50 013 003 (OS)
CNE 9176 A	50 013 030 (FC)	D 8 PJ 6714 AA	50 013 052 (OS)	1 495 705	50 013 140 (OC)
COAE 6731 A	50 013 052 (OS)	D 9 AE 6714 AA	50 013 052 (OS)	1 498 018	50 013 150 (OS)
COLE 6714 A	50 013 052 (OS)	D 9 AZ 6731 A	50 013 052 (OS)	1 498 021	50 013 215 (OS)
CSNE 9176 A	50 013 030 (FC)	D 9 FL 9150 B	50 013 030 (FC)	1 498 028	50 013 154 (OS)
CSNE 9176 CQTXL	50 013 030 (FC)	D 9 NN 6714 EA	50 013 052 (OS)	1 502 225	50 013 001 (FS)
C 0 AE 6714 B	50 013 052 (OS)	EAA 6715	50 013 046 (OC)	1 502 254	50 013 127 (FS)
C 0 AE 6714 8	50 013 052 (OS)	EAA 6715 A	50 013 046 (OC)	1 502 255	50 013 001 (FS)
C 0 AE 6731 A	50 013 052 (OS)	ECG 6714 A	50 013 052 (OS)	1 508 831	50 013 003 (OS)
C 0 A 3673 1 A	50 013 052 (OS)	ECZ 6714 A	50 013 052 (OS)	1 515 160	50 013 003 (OS)
C 0 LE 6714 A	50 013 052 (OS)	ECZ 6714 AC	50 013 052 (OS)	1 523 494	50 013 052 (OS)
C 1 AZ 6731 A	50 013 052 (OS)	ECZ 6714 C	50 013 052 (OS)	1 555 451	50 013 003 (OS)
C 1 AZ 6731 AP	50 013 052 (OS)	ECZ 6714 CC	50 013 052 (OS)	1 556 297	50 013 003 (OS)
C 3 AE 6714 A	50 013 052 (OS)	EDC 6714 A	50 013 052 (OS)	1 564 767	50 013 003 (OS)
C 3 AE 6714 B	50 013 052 (OS)	EDG 6714 A	50 013 052 (OS)	1 565 486	50 013 003 (OS)
C 3 TA 9176 A	50 013 030 (FC)	EDG 6714 C	50 013 052 (OS)	1 582 261	50 013 030 (FC)
C 3 TZ 9155 B	50 013 030 (FC)	EDPN 9 N 074 AA	50 013 030 (FC)	1 583 371	50 013 031 (FC)
C 3 TZ 9365 B	50 013 030 (FC)	EDPN 99 N 074 AA	50 013 030 (FC)	1 614 735	50 013 052 (OS)
C 4 AE 6714 A	50 013 052 (OS)	EPN 6731 B	50 013 138 (OC)	1 635 103	50 013 030 (FC)
C 4 AF 6714 A	50 013 052 (OS)	ESE 1 ZE 6714 AA	50 013 052 (OS)	1 641 158	50 013 150 (OS)
C 4 AZ 6731 A	50 013 052 (OS)	E 0 TA 6731 0	50 013 046 (OC)	1 641 187	50013355/10 (OS)
C 4 RZ 6731 A	50 013 046 (OC)	E 2 AE 6714 A 2 A	50 013 052 (OS)	1 641 187	50 013 355 (OS)
C 5 NE 9167 A	50 013 030 (FC)	E 3 HZ 6731 A	50 013 261 (OS)	1 700 328	50 013 030 (FC)
C 5 NE 9167 C	50 013 030 (FC)	E 3 ZE 6714 CA	50 013 052 (OS)	1 700 425	50 013 219 (AR)
C 5 NE 9176	50 013 030 (FC)	E 32 HZ 6731 A	50 013 261 (OS)	1 718 968	50 013 138 (OC)
C 5 NE 9176 A	50 013 030 (FC)	E 5 HN 9 N 327 AA	50 013 002 (FS)	1 784 59	50 013 029 (FC)
C 5 NE 9176 C	50 013 030 (FC)	E 5 HT 9155 DA	50 013 052 (OS)	1 784 60	50 013 028 (FC)
C 5 NE 9176 CQTXL	50 013 030 (FC)	E 7 NN 6714 AA	50 013 052 (OS)	1 794 446	50 013 052 (OS)
C 5 NE 9176 CQTYL	50 013 030 (FC)	E 7 NN 9176 AA	50 013 030 (FC)	1 827 183	50 013 155 (OS)
C 5 N 9176 C	50 013 030 (FC)	E 9 AE 6714 B	50 013 052 (OS)	1 829 195	50 013 052 (OS)
C 6 JZ 9600 B	50 013 219 (AR)	FO 1 A 1894	50 013 046 (OC)	1 866 615	50 013 075 (FS)
C 6 TZ 9600 A	50 013 220 (AR)	GPW 1863 2	50 013 046 (OC)	2 GAS 1866 0	50 013 046 (OC)
C 6 TZ 9600 A 1	50 013 220 (AR)	MHK 6714 A	50 013 052 (OS)	2 GAS 1866 2	50 013 046 (OC)



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Reference		Reference		Reference	
FORD		FORD		FORD	
2 GAS 1866 2 A 2	50 013 046 (OC)	5 004 780	50 013 002 (FS)	5 012 035	50 013 150 (OS)
200 E 9176	50 013 031 (FC)	5 004 783	50 013 029 (FC)	5 012 040	50 013 150 (OS)
2700 E 9601	50 013 219 (AR)	5 004 784	50 013 028 (FC)	5 012 582	50 013 075 (FS)
2701 E 9 K 600	50 013 219 (AR)	5 004 785	50 013 020 (FC)	5 012 633	50 013 180 (AR)
2701 E 9150	50 013 030 (FC)	5 004 838	50 013 021 (FC)	5 013 146	50 013 150 (OS)
2701 E 9150 B	50 013 030 (FC)	5 004 930	50 013 150 (OS)	5 013 388	50013504/10 (OS)
2701 E 9155 B	50 013 030 (FC)	5 005 097	50 013 150 (OS)	5 013 388	50 013 504 (OS)
2701 E 9167 B	50 013 030 (FC)	5 005 805	50 013 150 (OS)	5 013 389	50013504/10 (OS)
2701 E 9167 5	50 013 030 (FC)	5 005 820	50 013 180 (AR)	5 013 389	50 013 504 (OS)
2701 E 9176 A	50 013 030 (FC)	5 006 946	50 013 150 (OS)	5 014 352	50 013 180 (AR)
2701 E 9176 B	50 013 030 (FC)	5 006 949	50 013 352 (AR)	5 014 353	50 013 005 (FS)
2701 9150 B	50 013 030 (FC)	5 007 123	50 013 010 (OC)	5 014 391	50 013 010 (OC)
2704 E 9150	50 013 030 (FC)	5 007 385	50 013 358 (OS)	5 016 714	50013504/10 (OS)
2704 E 9150 A	50 013 030 (FC)	5 007 417	50 013 180 (AR)	5 016 714	50 013 504 (OS)
2704 E 9150 B	50 013 030 (FC)	5 007 716	50 013 180 (AR)	5 016 715	50 013 504 (OS)
2704 9150	50 013 030 (FC)	5 008 677	50 013 003 (OS)	5 016 715	50013504/10 (OS)
2710 E 9 K 600	50 013 219 (AR)	5 008 874	50 013 005 (FS)	5 016 785	50 013 504 (OS)
2715 E 9155 AA	50 013 031 (FC)	5 008 876	50 013 001 (FS)	5 016 785	50013504/10 (OS)
2720 E 6714 A	50 013 003 (OS)	5 008 879	50 013 185 (FP)	5 016 956	50 013 504 (OS)
2724 E 6714 A	50 013 003 (OS)	5 009 232	50 013 052 (OS)	5 016 956	50013504/10 (OS)
2724 E 6714 B	50 013 003 (OS)	5 009 233	50 013 134 (OS)	5 016 957	50 013 003 (OS)
2724 E 6714 C	50 013 003 (OS)	5 009 417	50 013 180 (AR)	5 016 960	50 013 052 (OS)
2724 E 6731 C	50 013 003 (OS)	5 010 462	50 013 075 (FS)	5 016 966	50 013 136 (OC)
3 099 1	50 013 030 (FC)	5 010 518	50 013 030 (FC)	5 016 988	50 013 060 (AP)
3 914 074	50 013 030 (FC)	5 010 664	50 013 000 (OS)	5 017 317	50013504/10 (OS)
3 927 061	50 013 030 (FC)	5 010 665	50 013 215 (OS)	5 017 317	50 013 504 (OS)
3 937 061	50 013 030 (FC)	5 010 666	50 013 053 (OS)	5 017 831	50 013 158 (FS)
4442 434	50 014 139 (FP)	5 010 667	50 013 015 (OC)	5 018 032	50 013 168 (AP)
5 EH 1866 2 A	50 013 046 (OC)	5 010 910	50 013 034 (AR)	5 018 351	50 013 003 (OS)
5 000 009	50 013 352 (AR)	5 010 961	50 013 015 (OC)	5 018 355	50 013 003 (OS)
5 000 189	50 013 154 (OS)	5 010 962	50 013 358 (OS)	5 019 415	50 013 034 (AR)
5 000 531	50 013 138 (OC)	5 011 266	50 013 019 (FS)	5 019 420	50 013 015 (OC)
5 000 678	50 013 010 (OC)	5 011 306	50 013 031 (FC)	5 019 427	50 013 134 (OS)
5 000 679	50 013 046 (OC)	5 011 312	50 013 220 (AR)	5 020 289	50 013 030 (FC)
5 000 831	50 013 138 (OC)	5 011 315	50 013 219 (AR)	5 020 307	50 013 508 (FC)
5 000 832	50 013 138 (OC)	5 011 316	50 013 342 (AR)	5 020 403	50 013 075 (FS)
5 000 833	50 013 138 (OC)	5 011 317	50 013 457 (AR)	5 022 743	50 013 169 (AP)
5 000 834	50 013 138 (OC)	5 011 318	50 013 122 (AR)	5 022 745	50 013 183 (AP)
5 000 847	50 013 162 (OC)	5 011 321	50 013 035 (AR)	5 022 955	50 013 355 (OS)
5 000 848	50 013 162 (OC)	5 011 324	50 013 472 (AR)	5 022 955	50013355/10 (OS)
5 000 859	50 013 000 (OS)	5 011 325	50 013 036 (AR)	5 029 459	50 013 030 (FC)
5 000 860	50 013 215 (OS)	5 011 329	50 013 064 (AR)	51 A 6727 5 A	50 013 046 (OC)
5 000 861	50 013 053 (OS)	5 011 334	50 013 026 (AR)	5 429 57	50 013 150 (OS)
5 000 863	50 013 134 (OS)	5 011 335	50 013 025 (AR)	59 A 1866 0 A 1	50 013 046 (OC)
5 000 869	50 013 042 (OC)	5 011 337	50 013 186 (AR)	59 A 6714 A	50 013 046 (OC)
5 000 885	50 013 048 (OC)	5 011 338	50 013 037 (AR)	59 LK 6714 A	50 013 052 (OS)
5 000 891	50 013 187 (OC)	5 011 417	50 013 055 (OS)	59 W 1866 0	50 013 052 (OS)
5 001 025	50 013 052 (OS)	5 011 423	50 013 134 (OS)	597 E 6714 AA	50 013 003 (OS)
5 001 123	50 013 052 (OS)	5 011 426	50 013 024 (OC)	6 F 2646 B	50 013 342 (AR)
5 001 124	50 013 464 (OS)	5 011 439	50 013 387 (OC)	6 061 629	50 013 003 (OS)
5 001 153	50 013 016 (OC)	5 011 447	50 013 024 (OC)	6 063 340	50 013 150 (OS)
5 001 248	50 013 003 (OS)	5 011 449	50 013 027 (AR)	6 106 753	50 013 002 (FS)
5 001 502	50 013 016 (OC)	5 011 502	50 013 055 (OS)	6 106 841	50 013 000 (OS)
5 001 753	50 013 010 (OC)	5 011 503	50 013 387 (OC)	6 124 136	50 013 417 (FS)
5 002 175	50 013 016 (OC)	5 011 546	50 013 220 (AR)	6 130 357	50 013 030 (FC)
5 002 230	50 013 003 (OS)	5 011 548	50 013 219 (AR)	6 130 358	50 013 030 (FC)
5 002 704	50 013 015 (OC)	5 011 549	50 013 342 (AR)	6 130 864	50 013 261 (OS)
5 003 239	50 013 060 (AP)	5 011 550	50 013 457 (AR)	6 135 130	50 013 075 (FS)
5 003 559	50 013 003 (OS)	5 011 552	50 013 035 (AR)	6 149 716	50 013 030 (FC)
5 003 561	50 013 003 (OS)	5 011 555	50 013 472 (AR)	6 149 717	50 013 030 (FC)
5 003 932	50 013 003 (OS)	5 011 556	50 013 036 (AR)	6 161 789	50 013 030 (FC)
5 004 748	50 013 010 (OC)	5 011 560	50 013 064 (AR)	6 164 913	50 013 508 (FC)
5 004 776	50 013 155 (OS)	5 011 882	50 013 037 (AR)	6 184 942	50013355/10 (OS)
5 004 777	50 013 046 (OC)	5 011 887	50 013 358 (OS)	6 184 942	50 013 355 (OS)



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Reference		Reference		Reference	
HANOMAG		HENGST		HENGST	
114 946 183 1	50 013 220 (AR)	D34E202H	50 013 578 (OX)	E198HD09	50 013 162 (OC)
126 932 110	50 013 010 (OC)	D35E172.37	50 013 384 (OX)	E198H02	50 013 162 (OC)
130 241 19	50 013 029 (FC)	D36E500KP02	50 013 627 (EF)	E199L	50 013 539 (AP)
130 924 116	50 013 029 (FC)	D37E500H	50 013 484 (OX)	E200L	50 013 060 (AP)
130 924 119	50 013 029 (FC)	D43E104.26	50 013 564 (OX)	E200M	50 013 048 (OC)
135 946 120	50 013 220 (AR)	E10H02	50 013 044 (OH)	E200MD05	50 013 048 (OC)
153 187 003	50 013 028 (FC)	E10KFR	50 013 020 (FC)	E20.14	50 013 048 (OC)
194 924 159	50 013 002 (FS)	E10KFRD10	50 013 020 (FC)	E202HD34	50 013 578 (OX)
194 932 128	50 013 000 (OS)	E10KFR4D10	50 014 046 (FX)	E202H01D34	50 013 578 (OX)
194 946 145	50 013 219 (AR)	E10KP	50 013 021 (FC)	E207L	50 013 393 (AP)
195 946 205	50 013 472 (AR)	E10KPD10	50 013 021 (FC)	E209L	50 013 440 (AP)
265 401 32	50 013 138 (OC)	E10.18H	50 013 044 (OH)	E210L	50 013 583 (AR)
288 982 9 M 91	50 013 044 (OH)	E104HD43	50 013 564 (OX)	E215H	50 013 405 (OC)
3095171	50 013 622 (OS)	E11HD57	50 013 570 (OX)	E237L	50 013 400 (AR)
325 200 2 M 2	50 013 034 (AR)	E110MD02	50 013 010 (OC)	E237LS	50 014 095 (AR)
512 593 000	50 013 020 (FC)	E110.14	50 013 045 (OH)	E240L	50 013 243 (AP)
513 173 000	50 013 021 (FC)	E111H	50 013 045 (OH)	E243H	50 013 023 (OC)
520 540 130 0	50 013 000 (OS)	E112L	50 013 034 (AR)	E243HD13	50 013 023 (OC)
598 452 070 0	50 013 020 (FC)	E114H	50 013 138 (OC)	E243.14	50 013 023 (OC)
598 452 080 0	50 013 021 (FC)	E114L	50 013 122 (AR)	E251H	50 013 024 (OC)
626 015 227 1	50 013 021 (FC)	E114LS	50 013 229 (AR)	E251HD11	50 013 024 (OC)
711 922 604	50 013 000 (OS)	E114.205	50 013 138 (OC)	E251.14	50 013 024 (OC)
711 983 614	50 013 002 (FS)	E115L	50 013 035 (AR)	E26H	50 013 172 (OH)
773 906 234	50 013 045 (OH)	E115LS	50 013 346 (AR)	E272L	50 013 466 (AR)
880 009 226 04	50 013 000 (OS)	E116L	50 013 036 (AR)	E273L	50 013 065 (AR)
921 488	50 013 045 (OH)	E116LS	50 013 665 (AR)	E275L	50 013 025 (AR)
971 238 001	50 013 053 (OS)	E117L	50 013 064 (AR)	E276L	50 013 026 (AR)
983 614	50 013 002 (FS)	E117LS	50 013 221 (AR)	E277L	50 013 128 (AR)
HATZ		E118L	50 013 037 (AR)	E277L01	50 013 128 (AR)
400 073 00	50 013 029 (FC)	E118LS	50 013 247 (AR)	E278L	50 013 344 (AR)
400 078 80 0	50 013 030 (FC)	E118L02	50 013 037 (AR)	E279L	50 013 472 (AR)
400 653 00	50 013 154 (OS)	E120M	50 013 046 (OC)	E280L	50 013 461 (AR)
400 653 00 989	50 013 154 (OS)	E120MD04	50 013 046 (OC)	E284L	50 013 027 (AR)
400 720 0	50 013 029 (FC)	E120MD05	50 013 046 (OC)	E285L	50 013 381 (AR)
400 788 00	50 013 030 (FC)	E121HD01	50 013 016 (OC)	E286L	50 013 485 (AR)
400 788 01	50 013 001 (FS)	E129L	50 013 186 (AR)	E295L	50 013 165 (AR)
400 942 00 499	50 013 150 (OS)	E13HD47	50 013 571 (OX)	E30L02	50 013 168 (AP)
401 203 00	50 013 002 (FS)	E133L	50 013 453 (AR)	E307L	50 013 689 (AR)
401 203 00 509	50 013 002 (FS)	E134HD06	50 013 042 (OC)	E31L02	50 013 169 (AP)
501 596 00	50 013 028 (FC)	E140H	50 013 140 (OC)	E311L	50 013 241 (AP)
502 515 00	50 013 127 (FS)	E140.33	50 013 140 (OC)	E312L	50 013 601 (AR)
502 701 00	50 013 189 (FP)	E146HD108	50 014 040 (OX)	E315L	50 013 920 (AP)
503 170 00	50 013 189 (FP)	E149L	50 013 457 (AR)	E32L02	50 013 183 (AP)
503 457 00	50 013 075 (FS)	E160HD28	50 013 573 (OX)	E361L	50 013 616 (AR)
HENGST		E160H01H28/169	50 013 629 (OX)	E396L	50 013 458 (AR)
D01E121H	50 013 016 (OC)	E161HD28	50 013 575 (OX)	E397L	50 013 435 (AP)
D02E110M	50 013 010 (OC)	E161H01D28	50 013 534 (OX)	E412KP02D55	50 014 026 (FX)
D03E196HN	50 013 015 (OC)	E170HND16	50 013 136 (OC)	E5KFR	50 013 028 (FC)
D05E200M	50 013 048 (OC)	E172HD35	50 013 384 (OX)	E5KFRD12	50 013 028 (FC)
D06E134.24	50 013 042 (OC)	E174H	50 013 022 (OC)	E5KP	50 013 029 (FC)
D06E197.24	50 013 043 (OC)	E174HD11	50 013 022 (OC)	E5KPD12	50 013 029 (FC)
D09E196.57	50 013 162 (OC)	E174.14	50 013 022 (OC)	E500HD37	50 013 484 (OX)
D10E10KFR	50 013 020 (FC)	E175HD129	50 014 076 (OC)	E500KP02D36	50 013 627 (EF)
D10E10KP	50 013 021 (FC)	E175HD68	50 014 076 (OC)	E500KP02D36	50 013 627 (EF)
D11E174.14	50 013 022 (OC)	E1800L	50 013 541 (AR)	E52KPD36	50 013 468 (FX)
D11E251.14	50 013 024 (OC)	E183H	50 013 387 (OC)	E53KPD61	50 013 580 (FX)
D12E5KFR	50 013 028 (FC)	E1900L	50 013 542 (AR)	E56KPD72	50 013 610 (FX)
D12E5KP	50 013 029 (FC)	E1912LC	50 013 930 (ACC)	E75KD42	50 013 030 (FC)
D13E243.14	50 013 023 (OC)	E195H	50 013 187 (OC)	E75/1K	50 013 030 (FC)
D16E170HN	50 013 136 (OC)	E195.30	50 013 187 (OC)	E76KD42	50 013 031 (FC)
D20E196HN	50 013 345 (OC)	E196HND03	50 013 015 (OC)	E76/1K	50 013 031 (FC)
D23E197.24	50 013 094 (OC)	E196HND20	50 013 345 (OC)	E88L	50 013 180 (AR)
D28E161H	50 013 575 (OX)	E197HD06	50 013 043 (OC)	E954LC	50 014 243 (ACC)
		E197HD23	50 013 094 (OC)	E954LI	50 014 242 (AC)



FILTER CROSS REFERENCE

Reference		Reference		Reference	
HENGST		HITACHI		HYSTER	
H10W01	50 013 003 (OS)	B405304	50 013 020 (FC)	SK175757	50 013 220 (AR)
H10W02	50 013 215 (OS)	B405364	50 013 021 (FC)	T567143	50 013 219 (AR)
H10W10	50013355/10 (OS)	B605304A	50 013 021 (FC)	0379411	50 013 220 (AR)
H10W10	50 013 355 (OS)	X4001430	50 013 220 (AR)	124217	50 013 030 (FC)
H10W12	50 013 506 (OS)	X4085787	50 013 186 (AR)	1306331	50 013 075 (FS)
H102WK	50 013 189 (FP)	X4122937	50 013 219 (AR)	1307931	50 013 219 (AR)
H103WK	50 013 185 (FP)	Z988972	50 013 219 (AR)	1320263	50 013 220 (AR)
H12W01	50 013 150 (OS)	3M008282XA	50 013 220 (AR)	133575	50 013 138 (OC)
H12W02	50013504/10 (OS)	3M008284XA	50 013 342 (AR)	134887	50 013 219 (AR)
H12W02	50 013 504 (OS)	3M008290XA	50 013 186 (AR)	156952	50 013 138 (OC)
H128WK	50 013 265 (FP)	4001430	50 013 220 (AR)	169741	50 013 052 (OS)
H14W09	50 013 139 (OS)	4085787	50 013 186 (AR)	170681	50 013 219 (AR)
H17WK02	50 013 417 (FS)	4122937	50 013 219 (AR)	179955	50 013 219 (AR)
H17WK03	50 013 683 (FS)	4137604	50 013 342 (AR)	180283	50 013 003 (OS)
H17W01	50 013 154 (OS)	4146898	50 013 186 (AR)	195852	50 013 052 (OS)
H17W02	50 013 052 (OS)	4204048	50 013 261 (OS)	251755	50 013 155 (OS)
H17W04	50 013 053 (OS)	4237663	50 013 186 (AR)	259264	50 013 052 (OS)
H17W09	50 013 354 (OS)	4278859	50 013 052 (OS)	262280	50 013 219 (AR)
H17W21	50 014 172 (OS)	4788503	50 013 019 (FS)	285233	50 013 138 (OC)
H170WK	50 014 150 (FS)	502826	50 013 186 (AR)	290732	50 013 220 (AR)
H18WK01	50 013 351 (FS)	988972	50 013 219 (AR)	297865	50 013 052 (OS)
H18W01	50 013 000 (OS)	HOLDER		30065	50 013 220 (AR)
H19WK02	50 013 019 (FS)	0000226751	50 013 029 (FC)	30065109	50 013 220 (AR)
H19W01	50 013 474 (OS)	0000227051	50 013 150 (OS)	3006519	50 013 220 (AR)
H19W03	50 013 155 (OS)	0000251452	50 013 034 (AR)	305080	50 013 220 (AR)
H19W05	50 013 061 (OS)	019465	50 013 029 (FC)	341546	50 013 220 (AR)
H192WK	50 014 139 (FP)	019466	50 013 150 (OS)	395841	50 013 342 (AR)
H200W	50 013 157 (OS)	019467	50 013 045 (OH)	5021	50 013 046 (OC)
H200WN	50 013 261 (OS)	020606	50 013 034 (AR)	56952	50 013 138 (OC)
H200W01	50 013 055 (OS)	0226751	50 013 029 (FC)	57041	50 013 046 (OC)
H205W01	50 013 515 (OS)	HONDA		88127	50 013 030 (FC)
H208W01	50 013 464 (OS)	15 400 P5T G00	50 013 859 (OS)	88127A	50 013 030 (FC)
H210W	50 013 134 (OS)	16 010 SM4 A30	50 013 828 (FP)	88162	50 013 219 (AR)
H210WN	50 013 359 (OS)	16 010 SM4 506	50 013 828 (FP)	884014	50 013 138 (OC)
H210W01	50 013 465 (OS)	16 010 SM4 931	50 013 828 (FP)	97310	50 013 219 (AR)
H220W	50 013 017 (OS)	16 010 SM4 932	50 013 828 (FP)	983883	50 013 030 (FC)
H220WN	50 013 398 (OS)	16 900 SM3 A32	50 013 828 (FP)	984014	50 013 138 (OC)
H30WK01	50 013 127 (FS)	16 900 SM4 A31	50 013 828 (FP)	984041	50 013 138 (OC)
H300WD01	50 013 622 (OS)	16 900 SM4 A32	50 013 828 (FP)	HYUNDAI	
H300W02	50 013 675 (OS)	16 900 SM4 A33	50 013 828 (FP)	31910-28300	50 013 831 (FP)
H31WK01	50 013 005 (FS)	16 900 SM4 931	50 013 828 (FP)	IHC-CASE (CNH)	
H314WK	50 013 831 (FP)	HÜRLIMANN		AL42274	50 013 220 (AR)
H35WK	50 013 158 (FS)	0441553001	50 013 464 (OS)	A146696	50 013 052 (OS)
H35WK01	50 013 158 (FS)	04415540	50 013 358 (OS)	A146696P	50 013 052 (OS)
H35WK02D87	50 013 158 (FS)	244190601	50 013 030 (FC)	A17413	50 013 030 (FC)
H60WK01	50 013 002 (FS)	HYMAC		A33487	50 013 052 (OS)
H60WK03	50 013 079 (FS)	1707046	50 013 061 (OS)	A34445	50 013 219 (AR)
H70WK	50 013 001 (FS)	2700072	50 013 030 (FC)	A34545	50 013 219 (AR)
H70WK02	50 013 075 (FS)	2700180	50 013 002 (FS)	A34668	50 013 030 (FC)
H70WK06	50 013 297 (FS)	2700192	50 013 155 (OS)	A35668	50 013 030 (FC)
H70WK11	50 013 647 (FP)	2700216	50 013 031 (FC)	A37187	50 013 030 (FC)
H701WK	50 013 982 (FS)	2700217	50 013 140 (OC)	A37189	50 013 052 (OS)
T250W	50 013 305 (AD)	2700218	50 013 052 (OS)	A37975	50 013 219 (AR)
T250W	50 014 052 (AD)	2707008	50 013 219 (AR)	A39109	50 013 030 (FC)
Z12D64	50 013 637 (OZ)	2707100	50 013 342 (AR)	A39346	50 013 220 (AR)
4201	50 013 189 (FP)	HYSTER		A40866	50 013 219 (AR)
6301	50 013 185 (FP)	A881162A	50 013 219 (AR)	A40871	50 013 219 (AR)
HENSCHEL		A88162A	50 013 219 (AR)	A42274	50 013 220 (AR)
→ HANOMAG		E991590	50 013 138 (OC)	A42278	50 013 219 (AR)
HINO		SKS175737	50 013 220 (AR)	A45668	50 013 030 (FC)
17801 1110	50 013 186 (AR)	SKS175757	50 013 220 (AR)	A46158	50 013 003 (OS)
17801 1110 A	50 013 186 (AR)			A51346	50 013 030 (FC)
				A58758	50 013 052 (OS)



FILTER CROSS REFERENCE



FILTER CROSS REFERENCE

Reference		Reference		Reference	
IHC-CASE (CNH)		IHC-CASE (CNH)		IHC-CASE (CNH)	
A5999	50 013 219 (AR)	1105747C1	50 013 342 (AR)	3056984	50 013 020 (FC)
B-1050595	50 013 417 (FS)	1133274R1	50 013 140 (OC)	3056984R1	50 013 020 (FC)
C45288	50 013 030 (FC)	1133274R2	50 013 140 (OC)	3059244	50 013 021 (FC)
D29869	50 013 052 (OS)	1133275R1	50 013 021 (FC)	3059244R1	50 013 020 (FC)
D29891	50 013 052 (OS)	1133280R1	50 013 030 (FC)	3059245	50 013 021 (FC)
D29896	50 013 052 (OS)	1133495R1	50 013 075 (FS)	3059245R91	50 013 021 (FC)
D36261	50 013 219 (AR)	1212621H1	50 013 261 (OS)	3059245R92	50 013 021 (FC)
D37975	50 013 219 (AR)	1336122C1	50 013 220 (AR)	3062788	50 013 030 (FC)
D55864	50 013 342 (AR)	146939R1	50 013 122 (AR)	3062788R91	50 013 030 (FC)
D56453	50 013 342 (AR)	150176	50 013 140 (OC)	3068655R91	50 013 140 (OC)
D62845	50 013 003 (OS)	150215C91	50 013 030 (FC)	3069205	50 013 030 (FC)
D66337	50 013 220 (AR)	1502155C91	50 013 030 (FC)	3069205R1	50 013 030 (FC)
D72854	50 013 220 (AR)	161624	50 013 002 (FS)	3069205R91	50 013 030 (FC)
E011215	50 013 030 (FC)	200037	50 013 003 (OS)	306975	50 013 030 (FC)
E36534	50 013 052 (OS)	203418	50 013 220 (AR)	306975R1	50 013 030 (FC)
E36623	50 013 030 (FC)	203418H	50 013 220 (AR)	306975R91	50 013 030 (FC)
E41687	50 013 220 (AR)	203418H1	50 013 220 (AR)	3116609R92	50 013 053 (OS)
E43780	50 013 220 (AR)	204002H1	50 013 220 (AR)	3124338R1	50 013 219 (AR)
E43790	50 013 220 (AR)	204439	50 013 220 (AR)	3125199R1	50 013 220 (AR)
E65502	50 013 138 (OC)	204439H1	50 013 220 (AR)	3125199R2	50 013 220 (AR)
E70807	50 013 219 (AR)	2062788R91	50 013 030 (FC)	3130920R91	50 013 219 (AR)
F84514	50 013 220 (AR)	222260	50 013 219 (AR)	3131428R1	50 013 001 (FS)
F84514C	50 013 220 (AR)	222260H1	50 013 219 (AR)	3132014	50 013 020 (FC)
F84574	50 013 220 (AR)	244575R91	50 013 021 (FC)	3132014R91	50 013 020 (FC)
F84998	50 013 220 (AR)	262831	50 013 046 (OC)	3132015	50 013 021 (FC)
G45008	50 013 046 (OC)	262861	50 013 046 (OC)	3132015R91	50 013 021 (FC)
G45210	50 013 052 (OS)	262861R91	50 013 046 (OC)	3132015R92	50 013 021 (FC)
G45306	50 013 052 (OS)	30287	50 013 046 (OC)	3132275R1	50 013 001 (FS)
G54008	50 013 046 (OC)	3029244	50 013 020 (FC)	3132428R1	50 013 001 (FS)
G54306	50 013 052 (OS)	3029244R91	50 013 020 (FC)	3132428R2	50 013 001 (FS)
H137901	50 013 220 (AR)	3029245	50 013 021 (FC)	3132428R91	50 013 001 (FS)
IHN1502155C91	50 013 030 (FC)	3029245R91	50 013 021 (FC)	3132428R92	50 013 001 (FS)
IH1502155C91	50 013 030 (FC)	3031563R1	50 013 219 (AR)	313248R1	50 013 001 (FS)
J903640	50 013 079 (FS)	3031563R91	50 013 219 (AR)	3133241R1	50 013 220 (AR)
K200037	50 013 003 (OS)	3032014R91	50 013 020 (FC)	3134477R92	50 013 030 (FC)
K906708	50 013 030 (FC)	3032750	50 013 002 (FS)	3135187R1	50 013 342 (AR)
K915319	50 013 030 (FC)	3032750R1	50 013 002 (FS)	3136187R1	50 013 001 (FS)
K955687	50 013 052 (OS)	3035558R1	50 013 220 (AR)	3136187R91	50 013 001 (FS)
K960911	50 013 030 (FC)	304219	50 013 140 (OC)	3136569	50 013 150 (OS)
L11246	50 013 220 (AR)	3042412	50 013 140 (OC)	3136569R1	50 013 150 (OS)
L11247	50 013 220 (AR)	3042412R93	50 013 140 (OC)	3138428R91	50 013 030 (FC)
L35495	50 013 186 (AR)	3042414	50 013 140 (OC)	3144117	50 013 030 (FC)
L55204	50 013 342 (AR)	3042419	50 013 140 (OC)	3144117R91	50 013 030 (FC)
L82775	50 013 342 (AR)	3042419R91	50 013 140 (OC)	3144227R91	50 013 030 (FC)
S044506R91	50 013 030 (FC)	3042419R92	50 013 140 (OC)	3144294R91	50 013 030 (FC)
S37975	50 013 219 (AR)	3043203R91	50 013 140 (OC)	3144306R91	50 013 030 (FC)
V37624	50 013 000 (OS)	3043282R92	50 013 140 (OC)	3144447R91	50 013 030 (FC)
V37721	50 013 122 (AR)	3043283	50 013 140 (OC)	3144447R92	50 013 030 (FC)
WA355140	50 013 220 (AR)	3043283R91	50 013 140 (OC)	3144477R91	50 013 030 (FC)
XA14747C	50 013 219 (AR)	3043283R92	50 013 140 (OC)	3144477R92	50 013 030 (FC)
XA67019	50 013 220 (AR)	3043645R91	50 013 030 (FC)	314477R91	50 013 030 (FC)
XA70704	50 013 220 (AR)	304405R91	50 013 030 (FC)	314477R92	50 013 030 (FC)
XA74015	50 013 219 (AR)	3044106R91	50 013 030 (FC)	3146927R1	50 013 034 (AR)
XB10702	50 013 219 (AR)	3044506	50 013 030 (FC)	3146939R1	50 013 122 (AR)
XB14747C	50 013 219 (AR)	3044506R91	50 013 030 (FC)	3153187R1	50 013 342 (AR)
XB47447C	50 013 219 (AR)	3044506R92	50 013 030 (FC)	318887C92	50 013 021 (FC)
XC14747C	50 013 219 (AR)	3044506R93	50 013 030 (FC)	3216100R1	50 013 229 (AR)
XWA335140	50 013 220 (AR)	3044506R94	50 013 030 (FC)	3218793R91	50 013 001 (FS)
XWA355140	50 013 220 (AR)	3055270R91	50 013 000 (OS)	3218794R91	50 013 001 (FS)
00950558	50 013 052 (OS)	3055272R91	50 013 021 (FC)	3219420R1	50 013 035 (AR)
062845	50 013 003 (OS)	3055650	50 013 021 (FC)	3219421R1	50 013 346 (AR)
066337	50 013 220 (AR)	3055650R91	50 013 021 (FC)	3226416R1	50 013 035 (AR)
1000115	50 013 220 (AR)	3056982	50 013 029 (FC)	3291210R1	50 013 342 (AR)
1105717C1	50 013 342 (AR)	3056982R1	50 013 029 (FC)	3326416R1	50 013 034 (AR)



FILTER CROSS REFERENCE

Reference		Reference		Reference	
IVECO		JOHN DEERE		KÄLBLE	
1164620	50 013 417 (FS)	AT 13387	50 013 030 (FC)	34000460	50 013 036 (AR)
1902130	50 013 229 (AR)	AT 1730 N	50 013 220 (AR)	34000489	50 013 035 (AR)
1902131	50 013 346 (AR)	AT 1730 T	50 013 220 (AR)	38215	50 013 020 (FC)
1902132	50 013 221 (AR)	AT 17370 T	50 013 220 (AR)	38327	50 013 028 (FC)
1902133	50 013 417 (FS)	AT 17387	50 013 030 (FC)	40001317	50 013 162 (OC)
1909131	50 013 665 (AR)	AT 17387 T	50 013 030 (FC)	40001350	50 013 000 (OS)
2241329	50 013 346 (AR)	AT 17391 T	50 013 220 (AR)	40001359	50 013 024 (OC)
2394637	50 013 221 (AR)	AT 18426 T	50 013 219 (AR)	40001416	50 013 023 (OC)
2415950	50 013 229 (AR)	AT 18526 T	50 013 219 (AR)	40002049	50 013 020 (FC)
42032856	50 013 221 (AR)	AT 18649	50 013 220 (AR)	40002432	50 013 028 (FC)
42481020	50 013 221 (AR)	AT 18649 T	50 013 220 (AR)	40600169	50 013 021 (FC)
-> FIAT/IVECO		AT 18650	50 013 220 (AR)	40600226	50 013 187 (OC)
JAGUAR		AT 18650 T	50 013 220 (AR)	40600494	50 013 048 (OC)
C2S 27643	50 014 139 (FP)	AT 19044T	50 013 354 (OS)	406850486	50 013 187 (OC)
JCB		AT 19852	50 013 220 (AR)	40685486	50 013 187 (OC)
BO3201074	50 013 220 (AR)	AT 19852 H	50 013 220 (AR)	40700147	50 013 029 (FC)
F81251	50 013 030 (FC)	AT 20488	50 013 219 (AR)	40700148	50 013 021 (FC)
F8/251	50 013 030 (FC)	AT 20488 H	50 013 219 (AR)	40700306	50 013 020 (FC)
F8251	50 013 030 (FC)	AT 20727	50 013 220 (AR)	40700313	50 013 002 (FS)
K55115	50 013 030 (FC)	AT 20728	50 013 220 (AR)	40700433	50 013 048 (OC)
K5515	50 013 030 (FC)	AT 20728 T	50 013 220 (AR)	73153	50 013 029 (FC)
02/100073	50 013 155 (OS)	AT 22892	50 013 220 (AR)	75174	50 013 045 (OH)
20/217705	50 013 219 (AR)	AT 24275	50 013 219 (AR)	8600850177	50 013 053 (OS)
32/200102	50 013 220 (AR)	AT 25981	50 013 219 (AR)	KÄSSBOHRER	
32/200406	50 013 219 (AR)	AT 44377	50 013 219 (AR)	5894520700	50 013 020 (FC)
32/201074	50 013 220 (AR)	AU 43090	50 013 186 (AR)	5894520800	50 013 021 (FC)
32/20217705	50 013 219 (AR)	AW 23969	50 013 220 (AR)	5895421000	50 013 187 (OC)
32/202602	50 013 342 (AR)	AZ 20623	50 013 122 (AR)	5985421000	50 013 187 (OC)
32/400052	50 013 031 (FC)	AZ 20626	50 013 122 (AR)	711922853	50 013 053 (OS)
32/400502	50 013 031 (FC)	AZ 22878	50 013 000 (OS)	801151161	50 013 020 (FC)
32/400701	50 013 030 (FC)	AZ 23440	50 013 472 (AR)	801151163	50 013 029 (FC)
32/401102	50 013 030 (FC)	AZ 23642	50 013 472 (AR)	8225000030	50 013 044 (OH)
32/401701	50 013 030 (FC)	AZ 25494	50 013 229 (AR)	8225007022	50 013 045 (OH)
7247138	50 013 000 (OS)	AZ 25498	50 013 229 (AR)	8300001024	50 013 053 (OS)
803201074	50 013 220 (AR)	AZ 26091	50 013 036 (AR)	8300100540	50 013 053 (OS)
98/800030	50 013 030 (FC)	AZ 30575	50 013 035 (AR)	8311999136	50 013 024 (OC)
98/800038	50 013 140 (OC)	AZ 30757	50 013 035 (AR)	8311999137	50 013 022 (OC)
JOHN DEERE		AZ 30758	50 013 346 (AR)	8312000298	50 013 003 (OS)
AE 27170	50 013 220 (AR)	AZ 36942	50 013 622 (OS)	8314000048	50 013 000 (OS)
AE 28914	50 013 052 (OS)	GG 42032381	50 013 220 (AR)	8315085102	50 013 036 (AR)
AH 19582 H	50 013 220 (AR)	K 66172	50 013 219 (AR)	8319000048	50 013 000 (OS)
AH 19851	50 013 220 (AR)	K 66712	50 013 219 (AR)	8319000103	50 013 028 (FC)
AH 19852	50 013 220 (AR)	L 19926	50 013 028 (FC)	8319000104	50 013 029 (FC)
AH 19852 H	50 013 220 (AR)	L 19927	50 013 029 (FC)	8319000110	50 013 022 (OC)
AH 20487 H	50 013 219 (AR)	PAT 44377	50 013 219 (AR)	8319009084	50 013 035 (AR)
AH 20488	50 013 219 (AR)	RE 42051	50 013 261 (OS)	83190420017	50 013 220 (AR)
AH 20488 H	50 013 219 (AR)	TY 9425	50 013 052 (OS)	8319051043	50 013 472 (AR)
AL 17255	50 013 220 (AR)	T 115438	50 013 220 (AR)	83190586094	50 013 064 (AR)
AM 31205	50 013 003 (OS)	T 19044	50 013 354 (OS)	8319069084	50 013 035 (AR)
AM 37025	50 013 003 (OS)	T 19044 D	50 013 354 (OS)	8319085102	50 013 036 (AR)
AN 150202	50 013 220 (AR)	T 19044 T	50 013 354 (OS)	8319086094	50 013 064 (AR)
AN 332332 N	50 013 220 (AR)	T 19044 TH	50 013 354 (OS)	8319095116	50 013 037 (AR)
AQK 113760	50 013 219 (AR)	U 44954	50 013 186 (AR)	8319101120	50 013 020 (FC)
AQK 94573	50 013 219 (AR)	U 44957	50 013 186 (AR)	8319101200	50 013 021 (FC)
AQX 113760	50 013 219 (AR)	21 X 11 987 A	50 013 219 (AR)	8319121610	50 013 297 (FS)
AQX 94573	50 013 219 (AR)	21 X 25 035 A	50 013 220 (AR)	8319143188	50 013 466 (AR)
AR 45097	50 013 127 (FS)	22 X 25 035 A	50 013 220 (AR)	83191431880	50 013 466 (AR)
AR 46481	50 013 219 (AR)	41 X 10 896 A	50 013 220 (AR)	8329000049	50 013 002 (FS)
AR 58956	50 013 354 (OS)	KÄLBLE		9836141098	50 013 002 (FS)
AR 76434	50 013 219 (AR)	06502115	50 013 021 (FC)	KIA	
AR 98330	50 013 261 (OS)	06538215	50 013 020 (FC)	O K551 23 570	50 013 804 (FS)
AT 1130 N	50 013 220 (AR)	11100192	50 013 127 (FS)	O K71E 23 570	50 013 804 (FS)
		24000389	50 013 186 (AR)	O KJ1E 23 570	50 013 804 (FS)
		24000504	50 013 064 (AR)		



FILTER CROSS REFERENCE

Reference		Reference		Reference	
KIA		KNECHT		KNECHT	
0 K52A 23 570A	50 014 139 (FP)	KX80D	50 013 627 (EF)	OC112	50013504/10 (OS)
31390 H1970	50 014 139 (FP)	LAK154	50 014 243 (ACC)	OC121	50 013 055 (OS)
31395 H1950	50 014 139 (FP)	LAK98	50 013 930 (ACC)	OC131	50 013 003 (OS)
31395 H1952	50 014 139 (FP)	LA154	50 014 242 (AC)	OC135	50013504/10 (OS)
KNECHT		LXS252	50 014 095 (AR)	OC135	50 013 504 (OS)
AL12	50 014 052 (AD)	LXS37/1	50 013 346 (AR)	OC14	50 013 134 (OS)
AL12	50 013 305 (AD)	LXS41/1	50 013 229 (AR)	OC141	50 013 003 (OS)
HX15	50 013 044 (OH)	LXS42/1	50 013 665 (AR)	OC145	50 013 506 (OS)
HX44	50 013 172 (OH)	LXS 43/1	50 013 221 (AR)	OC15	50 013 464 (OS)
HX46	50 013 641 (OT)	LXS44/1	50 013 247 (AR)	OC18	50 013 003 (OS)
HX5	50 013 045 (OH)	LX1243	50 013 538 (AR)	OC200	50 013 504 (OS)
KC102	50 013 297 (FS)	LX140	50 013 352 (AR)	OC200	50013504/10 (OS)
KC117	50 013 683 (FS)	LX16	50 013 220 (AR)	OC206	50 013 465 (OS)
KC17	50 013 001 (FS)	LX1673	50 013 541 (AR)	OC208	50 013 355 (OS)
KC18	50 013 075 (FS)	LX17	50 013 219 (AR)	OC208	50013355/10 (OS)
KC20	50 013 127 (FS)	LX18	50 013 342 (AR)	OC214	50 013 515 (OS)
KC200	50 013 982 (FS)	LX196	50 013 128 (AR)	OC227	50 013 359 (OS)
KC21	50 013 158 (FS)	LX200	50 013 034 (AR)	OC228	50 013 398 (OS)
KC21D	50 013 158 (FS)	LX2020	50 013 542 (AR)	OC23	50 013 003 (OS)
KC22	50 013 005 (FS)	LX209	50 013 180 (AR)	OC232	50013355/10 (OS)
KC24	50 013 079 (FS)	LX227	50 013 036 (AR)	OC232	50 013 355 (OS)
KC25	50 013 001 (FS)	LX229	50 013 472 (AR)	OC245	50013504/10 (OS)
KC32	50 013 075 (FS)	LX236	50 013 122 (AR)	OC245	50 013 504 (OS)
KC35	50 013 075 (FS)	LX 239	50 013 583 (AR)	OC245/1	50013504/10 (OS)
KC38	50 013 075 (FS)	LX240	50 013 485 (AR)	OC245/1	50 013 504 (OS)
KC4	50 013 019 (FS)	LX242	50 013 457 (AR)	OC246	50 013 055 (OS)
KC43	50 013 075 (FS)	LX263	50 013 025 (AR)	OC247	50 013 139 (OS)
KC6	50 013 002 (FS)	LX265	50 013 035 (AR)	OC248	50 013 359 (OS)
KC63	50 013 158 (FS)	LX266	50 013 060 (AP)	OC26	50 013 053 (OS)
KC63D	50 013 158 (FS)	LX268	50 013 026 (AR)	OC267	50 013 398 (OS)
KC66	50 013 297 (FS)	LX269	50 013 461 (AR)	OC269	50 013 859 (OS)
KC66/1	50 013 297 (FS)	LX271	50 013 064 (AR)	OC27	50 013 474 (OS)
KC68	50 013 001 (FS)	LX273	50 013 037 (AR)	OC282	50 013 261 (OS)
KC7	50 013 351 (FS)	LX29	50 013 186 (AR)	OC289	50 013 675 (OS)
KC74	50 013 297 (FS)	LX312	50 013 393 (AP)	OC29	50 013 155 (OS)
KC8	50 013 417 (FS)	LX334	50 013 539 (AP)	OC30	50 013 061 (OS)
KC82	50 013 804 (FS)	LX335	50 013 440 (AP)	OC309	50013504/10 (OS)
KC90	50 013 508 (FC)	LX388	50 013 165 (AR)	OC309	50 013 504 (OS)
KL100/2	50 013 647 (FP)	LX431	50 013 180 (AR)	OC32	50 013 000 (OS)
KL108	50 013 828 (FP)	LX436	50 013 037 (AR)	OC35	50 013 017 (OS)
KL179	50 013 265 (FP)	LX441	50 013 065 (AR)	OC4	50 013 150 (OS)
KL209	50 013 831 (FP)	LX498	50 013 128 (AR)	OC40	50 013 157 (OS)
KL23	50 013 189 (FP)	LX506	50 013 601 (AR)	OC48	50 013 000 (OS)
KL33	50 013 185 (FP)	LX511	50 013 243 (AP)	OC484	50 013 622 (OS)
KL435	50 013 831 (FP)	LX560/1	50 013 689 (AR)	OC59	50 013 154 (OS)
KL446	50 014 139 (FP)	LX580	50 013 436 (AP)	OC60	50 013 000 (OS)
KX23	50 013 030 (FC)	LX612	50 013 400 (AR)	OC67	50 013 052 (OS)
KX24	50 013 031 (FC)	LX674	50 013 466 (AR)	OC83	50 013 215 (OS)
KX27D	50 013 020 (FC)	LX678	50 013 241 (AP)	OC86	50 013 358 (OS)
KX35	50 013 029 (FC)	LX747	50 013 920 (AP)	OC97	50 013 003 (OS)
KX36	50 013 021 (FC)	LX748	50 013 344 (AR)	OX1	50 013 010 (OC)
KX40	50 013 021 (FC)	LX752	50 013 435 (AP)	OX1D	50 013 010 (OC)
KX43	50 013 028 (FC)	LX776	50 013 616 (AR)	OX123D	50 013 384 (OX)
KX44	50 013 020 (FC)	LX80	50 013 027 (AR)	OX123/1D	50 013 384 (OX)
KX46	50 013 020 (FC)	LX801	50 013 458 (AR)	OX124D	50 013 384 (OX)
KX49D	50 013 028 (FC)	LX83	50 013 381 (AR)	OX127/1D	50 013 564 (OX)
KX63	50 013 262 (FC)	LX92	50 013 453 (AR)	OX137D2	E197HD31/169 (EO)
KX63/1	50 013 262 (FC)	LX95	50 013 168 (AP)	OX146D	50 013 571 (OX)
KX65D	50 014 046 (FX)	LX96	50 013 169 (AP)	OX148	50 013 405 (OC)
KX67/1D	E52KPD36/169 (EF)	LX97	50 013 183 (AP)	OX152D	50 013 578 (OX)
KX67/2	50 013 468 (FX)	OC103	50 013 354 (OS)	OX153D3	50 013 570 (OX)
KX67/2D	E52KPD36/169 (EF)	OC111	50013504/10 (OS)	OX155D	50 013 575 (OX)
KX70D	50 013 580 (FX)	OC111	50 013 504 (OS)	OX157D	50 013 573 (OX)
KX73/1D	50 013 610 (FX)	OC112	50 013 504 (OS)	OX168D	50 013 484 (OX)



FILTER CROSS REFERENCE

Reference		Reference		Reference	
KNECHT		KOBELCO		LAUTRETTE	
OX17	50 013 140 (OC)	2466U182S3	50 013 342 (AR)	ELG5209	50 013 030 (FC)
OX174D	50 013 534 (OX)	3083011200	50 013 219 (AR)	ELG5213	50 013 189 (FP)
OX18	50 013 138 (OC)	3123012700	50 013 186 (AR)	ELG5214	50 013 001 (FS)
OX30	50 013 048 (OC)	6001814330	50 013 186 (AR)	ELG5216	50 013 185 (FP)
OX30D	50 013 048 (OC)	9142151350	50 013 219 (AR)	ELG5218	50 013 262 (FC)
OX32D	50 013 016 (OC)	KOMATSU		ELG5219	50 013 158 (FS)
OX348D	50 014 076 (OC)	13002B1810	50 013 035 (AR)	ELG5500	50 013 028 (FC)
OX38D	50 013 136 (OC)	13002B1820	50 013 346 (AR)	ELG5501	50 013 020 (FC)
OX382D	50 014 040 (OX)	2245121701	50 013 219 (AR)	ELG5502	50 013 351 (FS)
OX40	50 013 387 (OC)	3EC0111730	50 013 220 (AR)	ELG5503	50 013 019 (FS)
OX43	50 013 042 (OC)	3649131150	50 013 219 (AR)	ELG5509	50 013 029 (FC)
OX44	50 013 162 (OC)	37Z02AF133	50 013 219 (AR)	ELG5510	50 013 028 (FC)
OX44D	50 013 162 (OC)	37Z02AF236	50 013 220 (AR)	ELG5511	50 013 021 (FC)
OX53	50 013 043 (OC)	6001814311	50 013 186 (AR)	ELG5513	50 013 127 (FS)
OX54	50 013 187 (OC)	6001814600	50 013 186 (AR)	ELH4081	50 013 150 (OS)
OX55	50 013 187 (OC)	6001817300	50 013 220 (AR)	ELH4093	50 013 003 (OS)
OX67D	50 013 042 (OC)	6001819200	50 013 342 (AR)	ELH4123	50 013 003 (OS)
OX69	50 013 024 (OC)	6001819240	50 013 342 (AR)	ELH4124	50 013 358 (OS)
OX69D	50 013 024 (OC)	6001819500	50 013 342 (AR)	ELH4124	50 013 515 (OS)
OX71	50 013 022 (OC)	6001819500P	50 013 342 (AR)	ELH4150	50 013 015 (OC)
OX71D	50 013 022 (OC)	6002115213	50 013 474 (OS)	ELH4151	50 013 136 (OC)
OX73D	50 013 043 (OC)	6002115214	50 013 474 (OS)	ELH4157	50 013 359 (OS)
OX75	50 013 023 (OC)	6002115240	50 013 053 (OS)	ELH4161	50 013 355 (OS)
OX75D	50 013 023 (OC)	6002115241	50 013 053 (OS)	ELH4161	50013355/10 (OS)
OX78	50 013 015 (OC)	6002116230	50 013 053 (OS)	ELH4195	50 013 139 (OS)
OX78D	50 013 015 (OC)	6002121510	50 013 261 (OS)	ELH4196	50 013 504 (OS)
OX80	50 013 048 (OC)	6110706201	50 013 021 (FC)	ELH4196	50013504/10 (OS)
OX80D	50 013 048 (OC)	6110706202	50 013 021 (FC)	ELH4198	50 013 010 (OC)
OX85	50 013 046 (OC)	6110736130	50 013 021 (FC)	ELH4199	50 013 044 (OH)
OX85D	50 013 046 (OC)	6125817032	50 013 186 (AR)	ELH4206	50 013 384 (OX)
OX94D	50 013 042 (OC)	6215817032	50 013 186 (AR)	ELH4208	50 013 172 (OH)
OX95D	50 013 043 (OC)	KUBOTA		ELH4229	50 013 564 (OX)
OX95D1	50 013 094 (OC)	1500037101	50 013 220 (AR)	ELH4701	50 013 042 (OC)
OX98D	50 013 345 (OC)	1510132411	50 013 140 (OC)	ELH4702	50 013 043 (OC)
OZ5	50 013 637 (OZ)	1540111081	50 013 220 (AR)	ELH4703	50 013 022 (OC)
KNORR-BREMSE		1540232420	50 013 052 (OS)	ELH4704	50 013 053 (OS)
185127/004	50 013 305 (AD)	1545143560	50 013 030 (FC)	ELH4705	50 013 061 (OS)
185127/004	50 014 052 (AD)	1545143561	50 013 030 (FC)	ELH4707	50 013 055 (OS)
KOBELCO		1560611080	50 013 220 (AR)	ELH4714	50 013 024 (OC)
PCE0500303	50 013 186 (AR)	1560611081	50 013 220 (AR)	ELH4717	50 013 000 (OS)
PCE050033	50 013 186 (AR)	1560611211	50 013 220 (AR)	ELH4720	50 013 045 (OH)
PCE0500602	50 013 219 (AR)	1576311081	50 013 220 (AR)	ELH4721	50 013 187 (OC)
PCE050062	50 013 219 (AR)	1609749441	50 013 219 (AR)	ELH4732	50 013 157 (OS)
PCE0500702	50 013 220 (AR)	1738411081	50 013 220 (AR)	ELH4738	50 013 094 (OC)
PCE050072	50 013 220 (AR)	1943311081	50 013 220 (AR)	ELP3192	50 013 060 (AP)
PF043003002	50 013 186 (AR)	7000011080	50 013 220 (AR)	ELP3328	50 013 168 (AP)
PF04300302	50 013 186 (AR)	7000014555	50 013 220 (AR)	ELP3337	50 013 183 (AP)
PF0430032	50 013 186 (AR)	7000014632	50 013 030 (FC)	ELP3338	50 013 169 (AP)
R51N0003E2	50 013 186 (AR)	7000014655	50 013 220 (AR)	ELP3596	50 013 393 (AP)
1142151350	50 013 220 (AR)	7000014655	50 013 220 (AR)	ELP3613	50 013 436 (AP)
22201640	50 013 219 (AR)	7000014689	50 013 052 (OS)	EL1862	50 013 352 (AR)
2400J916F2	50 013 220 (AR)	7000032001	50 013 052 (OS)	EL3047	50 013 219 (AR)
2400J9162	50 013 220 (AR)	7000032091	50 013 052 (OS)	EL3062	50 013 180 (AR)
2446R150D4S1	50 013 219 (AR)	LANCIA		EL3084	50 013 064 (AR)
2446U122S3	50 013 186 (AR)	→ FIAT/IVECO		EL3087	50 013 122 (AR)
2446U1253	50 013 219 (AR)	LAUTRETTE		FA1519	50 013 036 (AR)
2446U182S3	50 013 342 (AR)	ELD8100	50 013 305 (AD)	FA2081	50 013 243 (AP)
2446U185S3	50 013 186 (AR)	ELD8100	50 014 052 (AD)	FA3101	50 013 065 (AR)
2446U187S3	50 013 342 (AR)	ELE5506	50 013 079 (FS)	FA3113	50 013 381 (AR)
2446U196S2	50 013 220 (AR)	ELE5506	50 013 002 (FS)	FA3119	50 013 453 (AR)
2446Z126D4	50 013 186 (AR)	ELG5204	50 013 075 (FS)	FA3126	50 013 220 (AR)
2451R1243A	50 013 342 (AR)	ELG5205	50 013 031 (FC)	FA3164	50 013 128 (AR)
2451U1253A	50 013 342 (AR)	ELG5206	50 013 005 (FS)	FA3167	50 013 165 (AR)
				FA3168	50 013 440 (AP)



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Reference		Reference		Reference	
LAUTRETTE		LEYLAND		LIEBHERR	
FA3428	50 013 026 (AR)	37HS76	50 013 030 (FC)	5507547	50 013 000 (OS)
FA3431	50 013 461 (AR)	37H1581	50 013 030 (FC)	5507616	50 013 046 (OC)
FA3438	50 013 344 (AR)	37H1881	50 013 030 (FC)	5507621	50 013 048 (OC)
FA3454	50 013 034 (AR)	37H3739	50 013 342 (AR)	5507700	50 013 020 (FC)
FA3470	50 013 037 (AR)	37H576	50 013 030 (FC)	5507702	50 013 020 (FC)
FA3500	50 013 027 (AR)	37H6214	50 013 030 (FC)	550770208	50 013 020 (FC)
FA3642	50 013 186 (AR)	37H6241	50 013 030 (FC)	5507741	50 013 034 (AR)
FA3646	50 013 342 (AR)	37H7937	50 013 031 (FC)	5507989	50 013 342 (AR)
FA3697	50 013 025 (AR)	37Z02OF301	50 013 003 (OS)	5507991	50 013 186 (AR)
FA3698	50 013 122 (AR)	38417H9452	50 013 030 (FC)	5508423	50 013 162 (OC)
FA3699	50 013 035 (AR)	41008819	50 013 186 (AR)	5601056	50 013 157 (OS)
FA3702	50 013 064 (AR)	41017302	50 013 186 (AR)	5601514	50 013 417 (FS)
FF5298	50 013 417 (FS)	48G171	50 013 140 (OC)	5601964	50 013 036 (AR)
LEYLAND		48H171	50 013 140 (OC)	5602073	50 013 024 (OC)
AAK426	50 013 140 (OC)	506577	50 013 140 (OC)	560207308	50 013 024 (OC)
ABU8561	50 013 031 (FC)	5141403	50 013 030 (FC)	5602112	50 013 029 (FC)
ACU8223	50 013 037 (AR)	516920	50 013 030 (FC)	5604365	50 013 261 (OS)
AEU2147	50 013 075 (FS)	517711	50 013 030 (FC)	571744008	50 013 542 (AR)
AEU2147L	50 013 075 (FS)	535003	50 013 140 (OC)	7000524	50 013 342 (AR)
AHK426	50 013 140 (OC)	55900433	50 013 140 (OC)	7000712	50 013 297 (FS)
AMK426	50 013 140 (OC)	563190	50 013 030 (FC)	7001087	50 013 157 (OS)
AMK462	50 013 140 (OC)	59436	50 013 140 (OC)	7001222	50 013 020 (FC)
AUE2147L	50 013 075 (FS)	601984	50 013 030 (FC)	7001224	50 013 048 (OC)
BFF65353	50 013 052 (OS)	602424	50 013 140 (OC)	7001261	50 013 002 (FS)
CRF504679	50 013 219 (AR)	60424	50 013 140 (OC)	7002304	50 013 028 (FC)
CRF512748	50 013 186 (AR)	7H16	50 013 140 (OC)	7002305	50 013 029 (FC)
CU3304323	50 013 261 (OS)	7H1927	50 013 140 (OC)	7002914	50 013 022 (OC)
ERC8721	50 013 052 (OS)	78747	50 013 030 (FC)	7002915	50 013 024 (OC)
ERR1168	50 013 052 (OS)	78881	50 013 030 (FC)	7004125	50 013 043 (OC)
ETC4953	50 013 052 (OS)	78891	50 013 030 (FC)	7004520	50 013 162 (OC)
ETC6599	50 013 052 (OS)	8G2000	50 013 140 (OC)	7005424	50 013 342 (AR)
GEE135	50 013 052 (OS)	8G4000	50 013 140 (OC)	7008775	50 013 001 (FS)
GFE1206	50 013 342 (AR)	833534	50 013 031 (FC)	7012763	50 013 001 (FS)
GFE1208	50 013 342 (AR)	833543	50 013 031 (FC)	7020038	50 013 053 (OS)
100CP0906	50 013 045 (OH)	833544	50 013 030 (FC)	7021295	50 013 079 (FS)
10601980	50 013 030 (FC)	90517711	50 013 030 (FC)	7026330	50 013 542 (AR)
10801980	50 013 030 (FC)	9234215	50 013 029 (FC)	7211178	50 013 219 (AR)
10906053	50 013 186 (AR)	LIEBHERR		7211197	50 013 220 (AR)
10937118	50 013 186 (AR)	1753731	50 013 122 (AR)	7211208	50 013 042 (OC)
11K115	50 013 140 (OC)	34000191	50 013 665 (AR)	7211230	50 013 001 (FS)
114786	50 013 000 (OS)	5106133	50 013 053 (OS)	7360733	50 013 346 (AR)
12H3274	50 013 003 (OS)	5106169	50 013 002 (FS)	7360753	50 013 035 (AR)
133829	50 013 021 (FC)	5106181	50 013 064 (AR)	7361346	50 013 229 (AR)
15437H576	50 013 030 (FC)	510618108	50 013 064 (AR)	7361347	50 013 122 (AR)
17H9452	50 013 030 (FC)	5106182	50 013 122 (AR)	7362686	50 013 186 (AR)
18G8577	50 013 031 (FC)	5106188	50 013 036 (AR)	7367182	50 013 221 (AR)
2H16	50 013 140 (OC)	5106189	50 013 035 (AR)	7367183	50 013 064 (AR)
2H4340	50 013 140 (OC)	5106191	50 013 037 (AR)	7367184	50 013 064 (AR)
235301	50 013 028 (FC)	510619108	50 013 037 (AR)	7382048	50 013 297 (FS)
244340	50 013 140 (OC)	5106525	50 013 229 (AR)	7402855	50 013 020 (FC)
25C1202702	50 013 219 (AR)	510652508	50 013 229 (AR)	7621451	50 013 541 (AR)
25G120270/2	50 013 219 (AR)	510653508	50 013 346 (AR)	8145894	50 013 001 (FS)
265724	50 013 021 (FC)	510657508	50 013 221 (AR)	9145894	50 013 001 (FS)
27H1135	50 013 140 (OC)	510659308	50 013 247 (AR)	LINDE	
27H4586	50 013 219 (AR)	5502029	50 013 000 (OS)	→ GÜLDNER	
27H7943	50 013 219 (AR)	5502096	50 013 000 (OS)	LOMBARDINI	
27H7944	50 013 219 (AR)	5502259	50 013 020 (FC)	2762175014	50 013 029 (FC)
27H8294	50 013 220 (AR)	5502263	50 013 021 (FC)	2762175042	50 013 030 (FC)
29H8294	50 013 220 (AR)	5502268	50 013 021 (FC)	2762175046	50 013 002 (FS)
3H1283	50 013 140 (OC)	5502278	50 013 046 (OC)	276217514	50 013 029 (FC)
3H1287	50 013 140 (OC)	550228577	50 013 417 (FS)	276217542	50 013 030 (FC)
3H1288	50 013 140 (OC)	5502455	50 013 053 (OS)	278217535	50 013 002 (FS)
35516458	50 013 186 (AR)	5502896	50 013 002 (FS)		
3551658	50 013 186 (AR)	5507372	50 013 162 (OC)		



FILTER CROSS REFERENCE

Reference		Reference		Reference	
LOSENHAUSEN		LUBER-FINER		MACO-MEUDON	
04021/19504	50 013 122 (AR)	LFP777B	50 013 261 (OS)	025445	50 013 220 (AR)
04022/19101	50 013 157 (OS)	LFP8099	50 013 465 (OS)	025446	50 013 219 (AR)
04022/19502	50 013 035 (AR)	LFP8590	50 013 157 (OS)	25445	50 013 220 (AR)
04991/44274	50 013 622 (OS)	LFP8642	50 013 261 (OS)	520730	50 013 342 (AR)
04999/50338	50 013 053 (OS)	LFP8654	50 014 052 (AD)	521500	50 013 000 (OS)
04999/50339	50 013 000 (OS)	LFP8654	50 013 305 (AD)	MAHLE	
04999/50341	50 013 002 (FS)	LFP8982	50 013 398 (OS)	→ KNECHT	
06687/03506	50 013 127 (FS)	LFP950	50 013 474 (OS)	MAN	
LUBER-FINER		LH8504	50 013 044 (OH)	00.02415.1017	50 013 154 (OS)
AF288	50 013 168 (AP)	LP2211	50 013 046 (OC)	09.53040.0151	50 013 187 (OC)
AF7855	50 013 060 (AP)	LP2214	50 013 042 (OC)	50.08304.0005	50 013 186 (AR)
FP585F	50 013 079 (FS)	LP2218	50 013 023 (OC)	51.05501.0002	50 013 000 (OS)
FP586F	50 013 002 (FS)	LP2220N	E197HD31/169 (EO)	51.05501.0003	50 013 000 (OS)
FP589F	50 013 158 (FS)	LP2220X	50 013 043 (OC)	51.05501.7160	50 013 465 (OS)
FP901F	50 013 005 (FS)	LP2220Z	50 013 094 (OC)	51.05501.7161	50 013 465 (OS)
G2978	50 013 189 (FP)	LP2226	50 013 162 (OC)	51.05501.7165	50 013 465 (OS)
G2984	50 013 185 (FP)	LP2235	50 013 024 (OC)	51.05501.7166	50 013 465 (OS)
LAF1246	50 013 219 (AR)	LP614	50 013 187 (OC)	51.05501.7168	50 013 465 (OS)
LAF1544	50 013 342 (AR)	LP815	50 013 022 (OC)	51.05501.7180	50 013 465 (OS)
LAF1710	50 013 034 (AR)	LP8993	50 013 575 (OX)	51.05504.0007	50 013 045 (OH)
LAF1714	50 013 122 (AR)	LP8995	50 013 484 (OX)	51.05504.0044	50 013 024 (OC)
LAF1716	50 013 036 (AR)	L296F	50 013 030 (FC)	51.05504.0046	50 013 024 (OC)
LAF1718	50 013 064 (AR)	L60F	50 013 029 (FC)	51.05504.0047	50 013 024 (OC)
LAF1726	50 013 037 (AR)	L61F	50 013 021 (FC)	51.05504.0048	50 013 022 (OC)
LAF1730	50 013 027 (AR)	L8994F	50 013 627 (EF)	51.05504.0049	50 013 022 (OC)
LAF1733	50 013 128 (AR)	PH2814	50 013 150 (OS)	51.05504.0053	50 013 387 (OC)
LAF1736	50 013 472 (AR)	PH2819	50 013 053 (OS)	51.05504.0054	50 013 387 (OC)
LAF1763	50 013 025 (AR)	PH299	50 013 155 (OS)	51.05504.0055	50 013 387 (OC)
LAF1764	50 013 026 (AR)	PH8A	50 013 052 (OS)	51.05504.0057	50 013 405 (OC)
LAF1798	50 013 485 (AR)	P52	50 013 140 (OC)	51.05504.0062	50 013 405 (OC)
LAF2052	50 013 035 (AR)	P772	50 013 138 (OC)	51.05504.0064	50 013 387 (OC)
LAF222	50 013 220 (AR)	P824A	50 013 016 (OC)	51.05504.0066	50 013 622 (OS)
LAF6769	50 013 186 (AR)	P825	50 013 015 (OC)	51.05504.0067	50 013 622 (OS)
LAF8503	50 013 457 (AR)	P829	50 013 136 (OC)	51.05504.0068	50 013 022 (OC)
LAF8527	50 013 065 (AR)	LUCAS CAV		51.05504.0069	50 013 024 (OC)
LAF8567	50 013 344 (AR)	7019-221	50 013 028 (FC)	51.05504.0070	50 013 024 (OC)
LAF8576	50 013 381 (AR)	7111-113	50 013 029 (FC)	51.05504.0071	50 013 024 (OC)
LAF8577	50 013 037 (AR)	7111-296	50 013 030 (FC)	51.05504.0072	50 013 405 (OC)
LAF8580	50 013 461 (AR)	7111-796	50 013 031 (FC)	51.05504.0073	50 013 405 (OC)
LAF8633	50 013 453 (AR)	7176-493	50 013 019 (FS)	51.05504.0074	50 013 387 (OC)
LAF8805	50 013 165 (AR)	7176-494	50 013 002 (FS)	51.05504.0076	50 013 387 (OC)
LAF8996	50 013 243 (AP)	7176-495	50 013 005 (FS)	51.05504.0077	50 013 387 (OC)
LAF8997	50 013 466 (AR)	7176-496	50 013 001 (FS)	51.05504.0082	50 013 405 (OC)
LAF8998	50 013 400 (AR)	7176-496	50 013 075 (FS)	51.05504.0084	50 013 022 (OC)
LFF3403	50 013 028 (FC)	7176-496A	50 013 001 (FS)	51.05504.0085	50 013 022 (OC)
LFF3501	50 013 031 (FC)	7176-496A	50 013 075 (FS)	51.05504.0086	50 013 022 (OC)
LFF3502	50 013 019 (FS)	7176-497	50 013 158 (FS)	51.05504.0087	50 013 024 (OC)
LFF3504	50 013 075 (FS)	7176-499	50 013 020 (FC)	51.05504.0088	50 013 387 (OC)
LFF3505	50 013 001 (FS)	7176-500	50 013 028 (FC)	51.05504.0089	50 013 405 (OC)
LFF3507	50 013 020 (FC)	7176-502	50 013 021 (FC)	51.05504.0091	50 013 022 (OC)
LFF3513	50 013 351 (FS)	7176-901	50 013 030 (FC)	51.05504.0094	E197HD31/169 (EO)
LFF3518	50 013 127 (FS)	7176-902	50 013 031 (FC)	51.05504.0096	50 013 575 (OX)
LFF8928	50 013 297 (FS)	MACK		51.05504.0097	E197HD31/169 (EO)
LFF8963	50 013 158 (FS)	2MD3116	50 013 186 (AR)	51.05504.0098	50 013 571 (OX)
LFH4224	50 013 045 (OH)	3076240022	50 013 052 (OS)	51.05504.0105	50 013 384 (OX)
LFP2216	50 013 055 (OS)	43SBA15	50 013 046 (OC)	51.12503.0004	50 013 297 (FS)
LFP2221	50 013 215 (OS)	43SB15	50 013 046 (OC)	51.12503.0005	50 013 297 (FS)
LFP2222	50 013 000 (OS)	485GB3191	50 013 055 (OS)	51.12503.0009	50 013 297 (FS)
LFP2229	50 013 017 (OS)	485GB3191A	50 013 055 (OS)	51.12503.0010	50 013 297 (FS)
LFP2230	50 013 134 (OS)	485GB3191A	50 013 055 (OS)	51.12503.0012	50 013 002 (FS)
LFP2234	50 013 061 (OS)	485GB3191B	50 013 055 (OS)	51.12503.0016	50 013 297 (FS)
LFP2238	50 013 464 (OS)	8112503008	50 013 030 (FC)	51.12503.0018	50 013 297 (FS)
LFP2241	50 013 359 (OS)			51.12503.0028	50 013 297 (FS)
LFP2538	50 013 154 (OS)			51.12503.0029	50 013 297 (FS)



FILTER CROSS REFERENCE



FILTER CROSS REFERENCE

Reference		Reference		Reference	
MAZDA		MERCEDES-BENZ		MERCEDES-BENZ	
1304-23-603	50 013 219 (AR)	000 466 13 04	50 013 172 (OH)	001 184 93 25	50 013 046 (OC)
8658-13-850	50 013 030 (FC)	000 466 16 04	50 013 172 (OH)	001 184 96 01	50 013 000 (OS)
MECAFILTER		000 466 21 04	50 013 172 (OH)	001 184 98 25	50 013 016 (OC)
EKR7074	50 013 930 (ACC)	000 470 01 92	50 013 028 (FC)	001 477 21 01	50 013 189 (FP)
MERCEDES-BENZ		000 470 09 22	50 013 029 (FC)	001 477 33 01	50 013 189 (FP)
000 032 24 05	50 013 029 (FC)	000 477 08 15	50 013 029 (FC)	001 477 42 01	50 013 189 (FP)
000 090 12 51	E52KPD36/169 (EF)	000 477 10 15	50 013 029 (FC)	001 477 56 01	50 013 189 (FP)
000 090 12 51	50 013 468 (FX)	000 477 13 02	50 013 982 (FS)	001 477 63 01	50 013 185 (FP)
000 090 14 51	50 014 046 (FX)	000 477 31 15	50 013 020 (FC)	001 477 64 01	50 013 185 (FP)
000 090 15 51	50 013 468 (FX)	000 477 32 15	50 013 020 (FC)	001 477 66 01	50 013 185 (FP)
000 090 15 51	E52KPD36/169 (EF)	000 477 35 15	50 013 021 (FC)	001 477 69 01	50 013 189 (FP)
000 092 15 05	50 013 028 (FC)	000 477 38 15	50 013 028 (FC)	001 477 79 01	50 013 185 (FP)
000 092 19 05	50 013 028 (FC)	000 477 40 15	50 013 021 (FC)	002 094 00 04	50 013 035 (AR)
000 092 23 05	50 013 029 (FC)	000 477 42 15	50 013 028 (FC)	002 094 24 04	50 013 027 (AR)
000 092 24 05	50 013 029 (FC)	000 477 45 15	50 013 021 (FC)	002 094 32 04	50 013 346 (AR)
000 092 27 05	50 013 028 (FC)	000 477 47 15	50 013 029 (FC)	002 094 60 04	50 013 122 (AR)
000 092 83 01	50 013 417 (FS)	000 477 54 15	50 013 028 (FC)	002 094 61 04	50 013 229 (AR)
000 092 90 01	50 013 005 (FS)	000 477 57 15	50 013 028 (FC)	002 094 70 04	50 013 381 (AR)
000 092 95 01	50 013 005 (FS)	000 477 64 15	50 013 029 (FC)	002 094 73 04	50 013 453 (AR)
000 094 00 04	50 013 045 (OH)	000 477 68 15	50 013 028 (FC)	002 094 92 04	50 013 539 (AP)
000 094 15 04	50 013 037 (AR)	000 477 69 15	50 013 029 (FC)	002 094 93 04	50 013 440 (AP)
000 164 65 25	50 013 010 (OC)	001 092 04 01	50 013 005 (FS)	002 094 94 04	50 013 539 (AP)
000 180 01 09	50 013 046 (OC)	001 092 05 01	50 013 005 (FS)	002 184 40 01	50 013 154 (OS)
000 180 02 09	50 013 010 (OC)	001 092 22 01	50 013 158 (FS)	002 184 77 25	50 013 024 (OC)
000 180 05 09	50 013 016 (OC)	001 092 23 01	50 013 158 (FS)	003 017 60 01	50 013 140 (OC)
000 180 06 09	50 013 016 (OC)	001 092 23 02	50 013 158 (FS)	003 079 63 05	50 013 138 (OC)
000 180 16 09	50 013 629 (OX)	001 092 24 01	50 013 158 (FS)	003 094 15 04	50 013 037 (AR)
000 180 17 09	50 013 534 (OX)	001 092 25 01	50 013 005 (FS)	003 094 42 04	50 013 065 (AR)
000 180 21 09	50 014 076 (OC)	001 092 32 01	50 013 158 (FS)	003 094 45 04	50 013 665 (AR)
000 180 29 09	50 014 076 (OC)	001 092 84 01	50 013 158 (FS)	003 094 50 04	50 013 037 (AR)
000 184 21 45	50 013 162 (OC)	001 092 90 01	50 013 158 (FS)	003 094 51 04	50 013 165 (AR)
000 184 38 25	50 013 024 (OC)	001 094 10 04	50 013 472 (AR)	003 094 70 04	50 013 466 (AR)
000 184 40 25	50 013 162 (OC)	001 094 42 04	50 013 035 (AR)	003 094 75 04	50 013 243 (AP)
000 184 41 25	50 013 162 (OC)	001 094 45 04	50 013 034 (AR)	003 094 90 04	50 013 920 (AP)
000 184 55 25	50 013 094 (OC)	001 094 46 04	50 013 122 (AR)	003 094 91 04	50 013 601 (AR)
000 184 58 25	50 013 046 (OC)	001 094 47 04	50 013 036 (AR)	003 094 95 04	50 013 616 (AR)
000 184 67 25	50 013 048 (OC)	001 094 51 04	50 013 064 (AR)	003 094 96 04	50 013 616 (AR)
000 184 78 25	50 013 046 (OC)	001 094 52 04	50 013 035 (AR)	004 094 04 04	50 013 541 (AR)
000 184 85 25	50 013 010 (OC)	001 094 65 04	50 013 461 (AR)	004 094 08 04	50 013 583 (AR)
000 184 94 25	50 013 162 (OC)	001 094 73 04	50 013 583 (AR)	004 094 11 04	50 013 920 (AP)
000 184 98 25	50 013 016 (OC)	001 094 79 04	50 013 064 (AR)	004 094 23 04	50 013 542 (AR)
000 184 99 25	50 013 016 (OC)	001 094 83 04	50 013 026 (AR)	004 094 41 04	50 013 440 (AP)
000 429 08 97	50 014 052 (AD)	001 094 93 04	50 013 025 (AR)	009 094 05 02	50 013 037 (AR)
000 429 08 97	50 013 305 (AD)	001 094 94 04	50 013 461 (AR)	012 094 87 02	50 013 064 (AR)
000 429 10 97	50 014 052 (AD)	001 094 96 04	50 013 457 (AR)	013 094 15 02	50 013 025 (AR)
000 429 10 97	50 013 305 (AD)	001 184 02 25	50 013 022 (OC)	013 094 17 02	50 013 036 (AR)
000 429 12 97	50 013 305 (AD)	001 184 04 25	50 013 022 (OC)	013 094 18 02	50 013 035 (AR)
000 429 12 97	50 014 052 (AD)	001 184 05 25	50 013 022 (OC)	023 000 02 07	50 013 035 (AR)
000 429 33 95	50 014 052 (AD)	001 184 22 25	50 013 044 (OH)	044 184 00 25	50 013 048 (OC)
000 429 33 95	50 013 305 (AD)	001 184 38 25	50 013 024 (OC)	126 277 02 95	50 013 641 (OT)
000 429 35 95	50 014 052 (AD)	001 184 41 25	50 013 042 (OC)	163 835 01 47	50 013 930 (ACC)
000 429 35 95	50 013 305 (AD)	001 184 42 25	50 013 043 (OC)	203 184 00 25	50 013 024 (OC)
000 429 36 95	50 014 052 (AD)	001 184 43 25	50 013 043 (OC)	266 180 00 09	50 014 040 (OX)
000 429 36 95	50 013 305 (AD)	001 184 44 25	50 013 042 (OC)	266 184 03 25	50 014 040 (OX)
000 429 37 95	50 014 052 (AD)	001 184 49 25	50 013 162 (OC)	314 180 00 09	50 013 046 (OC)
000 429 37 95	50 014 107 (AD)	001 184 51 25	50 013 042 (OC)	314 180 01 09	50 013 042 (OC)
000 429 39 95	50 014 107 (AD)	001 184 52 25	50 013 043 (OC)	344 092 70 05	50 013 029 (FC)
000 430 06 69	50 013 305 (AD)	001 184 54 25	50 013 042 (OC)	344 094 71 04	50 013 035 (AR)
000 430 06 69	50 014 052 (AD)	001 184 55 25	50 013 043 (OC)	344 470 00 92	50 013 028 (FC)
000 466 00 04	50 013 045 (OH)	001 184 56 25	50 013 023 (OC)	344 477 72 15	50 013 028 (FC)
000 466 02 04	50 013 044 (OH)	001 184 64 25	50 013 016 (OC)	345 094 73 04	50 013 036 (AR)
000 466 06 04	50 013 044 (OH)	001 184 65 25	50 013 016 (OC)	350 094 70 04	50 013 064 (AR)
		001 184 67 25	50 013 162 (OC)	352 180 00 09	50 013 048 (OC)
		001 184 72 25	50 013 162 (OC)	352 180 01 09	50 013 043 (OC)






FILTER CROSS REFERENCE

Reference		Reference		Reference	
MOTORCRAFT (FORD)		MULTIPART		MWM	
EFA449	50 013 168 (AP)	ABU6138	50 013 186 (AR)	6.069.0.197.011.0	50 013 037 (AR)
EFA543	50 013 393 (AP)	ABU8522	50 013 036 (AR)	6.069.0.688.010.1	50 013 021 (FC)
EFG003	50 013 030 (FC)	ABU8524	50 013 064 (AR)	NEW HOLLAND	
EFG024	50 013 031 (FC)	ABU8525	50 013 035 (AR)	V57124	50 013 261 (OS)
EFG027	50 013 021 (FC)	ABU8533	50 013 017 (OS)	131141	50 013 220 (AR)
EFG028	50 013 029 (FC)	ABU8537	50 013 000 (OS)	276766	50 013 186 (AR)
EFG029	50 013 028 (FC)	ABU8538	50 013 187 (OC)	279108	50 013 220 (AR)
EFG030	50 013 020 (FC)	ABU8548	50 013 022 (OC)	373376	50 013 342 (AR)
EFG033	50 013 005 (FS)	ABU8549	50 013 162 (OC)	430287	50 013 221 (AR)
EFG035	50 013 075 (FS)	ABU8550	50 013 002 (FS)	430288	50 013 665 (AR)
EFG062	50 013 019 (FS)	ABU8555	50 013 031 (FC)	437072	50 013 134 (OS)
EFG080	50 013 002 (FS)	ABU8558	50 013 030 (FC)	437074	50 013 019 (FS)
EFG302	50 013 001 (FS)	ABU8784	50 013 055 (OS)	44980895	50 013 344 (AR)
EFG80	50 013 079 (FS)	ABU8785	50 013 025 (AR)	500462	50 013 052 (OS)
EFG87	50 013 508 (FC)	ABU8959	50 013 022 (OC)	500625	50 013 030 (FC)
EFL001	50 013 052 (OS)	ABU9670	50 013 186 (AR)	505776	50 013 030 (FC)
EFL067	50 013 010 (OC)	ACU1447	50 013 030 (FC)	516716	50 013 219 (AR)
EFL068	50 013 046 (OC)	ACU3426	50 013 186 (AR)	57124	50 013 261 (OS)
EFL097	50 013 016 (OC)	ACU7896	50 013 342 (AR)	75495	50 013 219 (AR)
EFL120	50 013 015 (OC)	ADU9779	50 013 075 (FS)	80399054	50 013 457 (AR)
EFL161	50 013 000 (OS)	AEU2218	50 013 075 (FS)	80430287	50 013 221 (AR)
EFL170	50 013 055 (OS)	AHM2007	50 013 155 (OS)	80430288	50 013 665 (AR)
EFL173	50 013 017 (OS)	AMN2007	50 013 155 (OS)	80430289	50 013 229 (AR)
EFL181	50 013 023 (OC)	BBU6548	50 013 026 (AR)	80748274	50 013 037 (AR)
EFL190	50 013 022 (OC)	BFF6535	50 013 052 (OS)	80753486	50 013 064 (AR)
EFL213	50 013 048 (OC)	ERC1444	50 013 052 (OS)	80913927	50 013 036 (AR)
EFL215	50 013 061 (OS)	RTC3182	50 013 030 (FC)	81866615	50 013 075 (FS)
EFL224	50 013 053 (OS)	MWM		961334	50 013 002 (FS)
EFL264	50 013 024 (OC)	6.054.0.190.000.6	50 013 187 (OC)	9613344	50 013 002 (FS)
EFL267	50 013 043 (OC)	6.054.0.191.000.1	50 013 020 (FC)	98073	50 013 219 (AR)
EFL272	50 013 042 (OC)	6.054.0.191.000.3	50 013 028 (FC)	9811231	50 013 247 (AR)
EFL298	50 013 003 (OS)	6.054.1.140.000.2	50 013 029 (FC)	NIPPARTS	
EFL312	50 013 504 (OS)	6.054.1.140.000.3	50 013 021 (FC)	J1312001	50 013 052 (OS)
EFL312	50013504/10 (OS)	6.054.1.140.050.1	50 013 029 (FC)	J1312004	50 013 052 (OS)
EFL86	50 013 044 (OH)	6.054.1.142.000.2	50 013 029 (FC)	J1312006	50 013 052 (OS)
MOTORI VM		6.054.1.142.000.3	50 013 028 (FC)	NISSAN	
AH1036201	50 013 030 (FC)	6.054.1.142.000.4	50 013 028 (FC)	11492 418 8	50 013 030 (FC)
4113006	50 013 342 (AR)	6.054.1.142.000.5	50 013 021 (FC)	15208 BN700	50013504/10 (OS)
4113705	50 013 186 (AR)	6.054.1.142.001.2	50 013 021 (FC)	15208 BN700	50 013 504 (OS)
41150071A	50 013 001 (FS)	6.054.1.142.002.0	50 013 002 (FS)	15208 322 00	50 013 140 (OC)
4115057	50 013 000 (OS)	6.054.1.151.000.3	50 013 020 (FC)	15208 322 25	50 013 140 (OC)
4115059	50 013 053 (OS)	6.054.1.188.000.2	50 013 154 (OS)	15208 322 50	50 013 140 (OC)
4115065	50 013 053 (OS)	6.054.1.188.000.4	50 013 019 (FS)	15208 438 00	50 013 140 (OC)
4115066	50 013 155 (OS)	6.054.1.188.000.4	50 013 417 (FS)	15208 438 25	50 013 140 (OC)
4531002	50 013 029 (FC)	6.054.1.188.000.6	50 013 127 (FS)	15209 322 50	50 013 140 (OC)
45310054A	50 013 030 (FC)	6.054.1.188.000.8	50 013 000 (OS)	16403 762 00	50 013 030 (FC)
45310059A	50 013 031 (FC)	6.054.1.188.000.9	50 013 053 (OS)	16546 L 9010	50 013 219 (AR)
45310063A	50 013 001 (FS)	6.054.1.188.001.5	50 013 002 (FS)	16546 02 N 00	50 013 220 (AR)
45310071A	50 013 075 (FS)	6.054.1.291.000.6	50 013 021 (FC)	16546 960 17	50 013 186 (AR)
4531011	50 013 020 (FC)	6.054.1.297.000.3	50 013 042 (OC)	16546 961 25	50 013 186 (AR)
4531012	50 013 021 (FC)	6.054.1.297.002.8	50 013 472 (AR)	16546 961 25 P	50 013 186 (AR)
4531038	50 013 127 (FS)	6.054.1.297.003.1	50 013 457 (AR)	16546 991 02	50 013 342 (AR)
4531040	50 013 127 (FS)	6.054.1.297.003.2	50 013 122 (AR)	16546 992 05	50 013 220 (AR)
4531041	50 013 002 (FS)	6.054.1.297.003.4	50 013 035 (AR)	16546 992 09	50 013 220 (AR)
4531048	50 013 028 (FC)	6.054.1.297.004.7	50 013 229 (AR)	16546 992 11	50 013 186 (AR)
4531054	50 013 030 (FC)	6.054.1.297.005.0	50 013 064 (AR)	1712202	50 013 030 (FC)
4531059	50 013 031 (FC)	6.054.1.390.000.4	50 013 220 (AR)	1890145M1	50 013 031 (FC)
MTU		6.054.1.390.000.5	50 013 219 (AR)	26500097	50 013 031 (FC)
11225042001	50 013 020 (FC)	6.054.1.788.000.2	50 013 154 (OS)	77600 001	50 013 189 (FP)
8690940430	50 013 035 (AR)	6.069.0.167.011.0	50 013 037 (AR)	82000 334 68	50 013 504 (OS)
		6.069.0.167.011.1	50 013 247 (AR)	82000 334 68	50013504/10 (OS)
		6.069.0.167.011.3	50 013 122 (AR)	88513 107	50 013 140 (OC)
		6.069.0.167.011.4	50 013 229 (AR)		
		6.069.0.167.011.6	50 013 035 (AR)		



FILTER CROSS REFERENCE

Reference 		Reference 		Reference 	
NISSAN		ORENSTEIN & KOPPEL		PBR	
98558 215 10	50 013 140 (OC)	718058	50 013 342 (AR)	BC1083	50 013 055 (OS)
991032	50 013 030 (FC)	773605	50 013 035 (AR)	BC1086	50 013 017 (OS)
OPEL		788422	50 013 064 (AR)	BC1142	50 013 003 (OS)
25176275	50 013 828 (FP)	8000239	50 013 055 (OS)	BC1180	50013504/10 (OS)
42 95 415	50 013 804 (FS)	8000250	50 013 002 (FS)	BC1180	50 013 504 (OS)
44 02 718	50 013 504 (OS)	8003741	50 013 122 (AR)	BC1202	50 013 061 (OS)
44 02 718	50013504/10 (OS)	8003751	50 013 064 (AR)	BF1005	50 013 189 (FP)
44 03 019	50 013 504 (OS)	8004750	50 013 030 (FC)	BF1007	50 013 185 (FP)
44 03 019	50013504/10 (OS)	8004792	50 013 029 (FC)	BG1503	50 013 002 (FS)
8 13 561	50 013 030 (FC)	8004841	50 013 155 (OS)	BG1506	50 013 019 (FS)
8 13 562	50 013 030 (FC)	8005017	50 013 219 (AR)	BG1527	50 013 001 (FS)
8 13 565	50 013 001 (FS)	8005815	50 013 036 (AR)	BG1530	50 013 005 (FS)
94419532	50 013 804 (FS)	8006605	50 013 035 (AR)	BG1534	50 013 075 (FS)
ORENSTEIN & KOPPEL		915982	50 013 010 (OC)	BG1540	50 013 158 (FS)
0014529	50 013 021 (FC)	918266	50 013 003 (OS)	BG1548	50 013 079 (FS)
0029652	50 013 020 (FC)	PBR		BG1555	50 013 127 (FS)
002991	50 013 045 (OH)	AC1043	50 013 140 (OC)	PEGASO	
0032317	50 013 219 (AR)	AC1183	50 013 138 (OC)	190537	50 013 035 (AR)
0046594	50 013 220 (AR)	AC3011	50 013 187 (OC)	190612	50 013 031 (FC)
0046826	50 013 000 (OS)	AC3035	50 013 048 (OC)	197588	50 013 037 (AR)
0178637	50 013 186 (AR)	AC3036	50 013 046 (OC)	197785	50 013 031 (FC)
0204205	50 013 157 (OS)	AC3114	50 013 010 (OC)	197786	50 013 030 (FC)
032317	50 013 219 (AR)	AC3193	50 013 024 (OC)	220995	50 013 030 (FC)
044667	50 013 053 (OS)	AC3218	50 013 015 (OC)	257563	50 013 030 (FC)
046594	50 013 220 (AR)	AC3234	50 013 022 (OC)	510185	50 013 030 (FC)
046826	50 013 000 (OS)	AC3240	50 013 023 (OC)	527563	50 013 030 (FC)
047737	50 013 002 (FS)	AC3241	50 013 043 (OC)	584576	50 013 064 (AR)
049809	50 013 474 (OS)	AC3252	50 013 045 (OH)	632114	50 013 036 (AR)
0583226	50 013 457 (AR)	AC3261	50 013 016 (OC)	634478	50 013 122 (AR)
0593302	50 013 030 (FC)	AC3272	50 013 042 (OC)	637122	50 013 053 (OS)
0593305	50 013 030 (FC)	AC3277	50 013 136 (OC)	645372	50 013 035 (AR)
0744821	50 013 122 (AR)	AC3300	50 013 044 (OH)	691351	50 013 035 (AR)
0773605	50 013 035 (AR)	AC3352	50 013 094 (OC)	698089	50 013 064 (AR)
0916778	50 013 001 (FS)	AG1001	50 013 029 (FC)	699435	50 013 665 (AR)
101046	50 013 220 (AR)	AG1013	50 013 021 (FC)	740911	50 013 155 (OS)
101047A	50 013 220 (AR)	AG1013-01	50 013 020 (FC)	740912	50 013 155 (OS)
101151	50 013 034 (AR)	AG1296	50 013 030 (FC)	770286	50 013 150 (OS)
102623	50 013 030 (FC)	AG3207	50 013 031 (FC)	770915	50 013 031 (FC)
102636	50 013 001 (FS)	AG3281	50 013 028 (FC)	PERKINS	
102647	50 013 031 (FC)	AI3117	50 013 180 (AR)	AM041701	50 013 024 (OC)
103816	50 013 052 (OS)	AI3234-08	50 013 220 (AR)	PF60002	50 013 219 (AR)
1102149	50 013 342 (AR)	AI3239	50 013 186 (AR)	PF60017	50 013 220 (AR)
1402608	50 013 005 (FS)	AI3246-08	50 013 219 (AR)	PI02679	50 013 342 (AR)
1404533	50 013 034 (AR)	AI3284	50 013 122 (AR)	140516130	50 013 215 (OS)
1408369	50 013 015 (OC)	AI3301	50 013 036 (AR)	1621183	50 013 000 (OS)
1408923	50 013 261 (OS)	AI3302	50 013 035 (AR)	1879513	50 013 030 (FC)
1414541	50 013 030 (FC)	AI3303	50 013 064 (AR)	2564401	50 013 155 (OS)
1428021	50 013 128 (AR)	AI3317	50 013 128 (AR)	2650017	50 013 030 (FC)
145166	50 013 220 (AR)	AI3319	50 013 034 (AR)	2650097	50 013 031 (FC)
1499387	50 013 127 (FS)	AI3320	50 013 026 (AR)	2650125	50 013 031 (FC)
1499514	50 013 136 (OC)	AI3358	50 013 037 (AR)	26510093	50 013 220 (AR)
1499695	50 013 037 (AR)	AI3397	50 013 065 (AR)	26510105	50 013 219 (AR)
178637	50 013 186 (AR)	AI3398	50 013 027 (AR)	26510126	50 013 220 (AR)
204205	50 013 157 (OS)	AI5007	50 013 060 (AP)	26510148	50 013 219 (AR)
217670	50 013 127 (FS)	AI5014	50 013 168 (AP)	26510211	50 013 219 (AR)
243152	50 013 138 (OC)	AI5029	50 013 183 (AP)	26510214	50 013 342 (AR)
243157	50 013 030 (FC)	BC1001	50 013 052 (OS)	26510216	50 013 220 (AR)
46594	50 013 220 (AR)	BC1001	50 013 154 (OS)	26510229	50 013 342 (AR)
524164	50 013 029 (FC)	BC1022	50 013 150 (OS)	26510238	50 013 186 (AR)
593302	50 013 030 (FC)	BC1032	50 013 134 (OS)	26510289	50 013 186 (AR)
593305	50 013 030 (FC)	BC1034	50 013 053 (OS)	2651117	50 013 030 (FC)
598380	50 013 417 (FS)	BC1035	50 013 000 (OS)	26519148	50 013 219 (AR)
7003751	50 013 064 (AR)	BC1043	50 013 155 (OS)	26540017	50 013 030 (FC)
		BC1082	50 013 157 (OS)		



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Reference		Reference		Reference	
PERKINS		POCLAIN		POWERPART	
26540118	50 013 155 (OS)	B1350561	50 013 261 (OS)	AM041905	50 013 024 (OC)
26540215	50 013 464 (OS)	C0950546	50 013 053 (OS)	AM041908	50 013 048 (OC)
26540218	50 013 140 (OC)	D0850589	50 013 157 (OS)	AM042101	50 013 003 (OS)
26540347	50 013 155 (OS)	D1150532	50 013 220 (AR)	AM042201	50 013 134 (OS)
2654063	50 013 138 (OC)	D850589	50 013 157 (OS)	AM042901	50 013 000 (OS)
2654156	50 013 138 (OC)	E0243252	50 013 053 (OS)	AM042902	50 013 053 (OS)
2654342	50 013 052 (OS)	F0150540	50 013 219 (AR)	AM042903	50 013 474 (OS)
2654343	50 013 052 (OS)	F150540	50 013 219 (AR)	AM042904	50 013 017 (OS)
2654400	50 013 155 (OS)	G0150564	50 013 002 (FS)	AM042905	50 013 154 (OS)
2654401	50 013 155 (OS)	G0250522	50 013 000 (OS)	AM043901	50 013 351 (FS)
2654409	50 013 859 (OS)	G0250591	50 013 035 (AR)	AM043903	50 013 029 (FC)
26560008	50 013 031 (FC)	G0350571	50 013 045 (OH)	AM043904	50 013 021 (FC)
26560017	50 013 030 (FC)	G150564	50 013 002 (FS)	AM043905	50 013 020 (FC)
26560077	50 013 140 (OC)	K0150521	50 013 000 (OS)	AM043906	50 013 002 (FS)
26560088	50 013 031 (FC)	K0850588	50 013 000 (OS)	AM043907	50 013 028 (FC)
26560097	50 013 031 (FC)	K1750562	50 013 000 (OS)	AM043908	50 013 019 (FS)
26560110	50 013 030 (FC)	L0350530	50 013 035 (AR)	PURFLUX	
26560125	50 013 031 (FC)	L0950554	50 013 030 (FC)	A196	50 013 352 (AR)
26560602	50 013 031 (FC)	L950554	50 013 030 (FC)	A200	50 013 037 (AR)
26560607	50 013 031 (FC)	M1250567	50 013 019 (FS)	A205	50 013 453 (AR)
26561117	50 013 030 (FC)	M1250568	50 013 019 (FS)	A208	50 013 539 (AP)
26561118	50 013 075 (FS)	Q0950558	50 013 052 (OS)	A209	50 013 461 (AR)
2656611	50 013 030 (FC)	R0150521	50 013 000 (OS)	A242	50 013 165 (AR)
2656613	50 013 030 (FC)	R0950559	50 013 053 (OS)	A252	50 013 436 (AP)
2656621	50 013 030 (FC)	R1350575	50 013 000 (OS)	A255	50 013 393 (AP)
26566602	50 013 031 (FC)	S0450510	50 013 342 (AR)	A462	50 013 180 (AR)
26569051	50 013 075 (FS)	S0850510	50 013 342 (AR)	A507	50 013 060 (AP)
30262	50 013 138 (OC)	S1350576	50 013 053 (OS)	A542	50 013 186 (AR)
31928	50 013 138 (OC)	U1250505	50 013 134 (OS)	A597	50 013 025 (AR)
32591	50 013 138 (OC)	V0850559	50 013 000 (OS)	A598	50 013 122 (AR)
33002	50 013 029 (FC)	W0143287	50 013 030 (FC)	A599	50 013 035 (AR)
35288	50 013 138 (OC)	W0150555	50 013 219 (AR)	A600	50 013 036 (AR)
35289	50 013 138 (OC)	W1250599	50 013 055 (OS)	A601	50 013 472 (AR)
35290	50 013 140 (OC)	W143287	50 013 030 (FC)	A602	50 013 064 (AR)
35676	50 013 138 (OC)	W150555	50 013 219 (AR)	A641	50 013 168 (AP)
35677	50 013 138 (OC)	W1650569	50 013 052 (OS)	A648	50 013 169 (AP)
868014	50 013 030 (FC)	W450504	50 013 219 (AR)	A698	50 013 180 (AR)
9046817	50 013 003 (OS)	Z2050518	50 013 127 (FS)	A795	50 013 457 (AR)
930049	50 013 140 (OC)	1150584	50 013 002 (FS)	A796	50 013 034 (AR)
950196	50 013 140 (OC)	143287	50 013 030 (FC)	A806	50 013 026 (AR)
993021	50 013 052 (OS)	150521	50 013 000 (OS)	A807	50 013 128 (AR)
993029	50 013 052 (OS)	150526	50 013 002 (FS)	A812	50 013 027 (AR)
PEUGEOT		150540	50 013 219 (AR)	A813	50 013 037 (AR)
1109 A0	50 013 150 (OS)	150555	50 013 219 (AR)	A948	50 013 485 (AR)
1109 A5	50 013 504 (OS)	150564	50 013 002 (FS)	A955	50 013 065 (AR)
1109 A5	50013504/10 (OS)	150578	50 013 020 (FC)	A956	50 013 381 (AR)
1109 29	50 013 003 (OS)	150591	50 013 035 (AR)	CS153	50 013 019 (FS)
1109 31	50 013 003 (OS)	150599	50 013 035 (AR)	CS157A	50 013 030 (FC)
1109 45	50 013 003 (OS)	243252	50 013 053 (OS)	CS162	50 013 002 (FS)
1109 46	50 013 003 (OS)	250521	50 013 000 (OS)	CS162	50 013 079 (FS)
1109 55	50 013 003 (OS)	250522	50 013 474 (OS)	CS164	50 013 351 (FS)
1109 78	50 013 003 (OS)	250591	50 013 035 (AR)	CS170	50 013 005 (FS)
1109 91	50013504/10 (OS)	33759	50 013 046 (OC)	CS178A	50 013 031 (FC)
1109 91	50 013 504 (OS)	350557	50 013 122 (AR)	CS197B	50 013 001 (FS)
1906 04	50 013 029 (FC)	350571	50 013 045 (OH)	CS412B	50 013 075 (FS)
1906 05	50 013 029 (FC)	450504	50 013 219 (AR)	CS418	50 013 127 (FS)
1906 08	50 013 030 (FC)	50578	50 013 020 (FC)	CS433	50 013 508 (FC)
1906 13	50 013 030 (FC)	850510	50 013 342 (AR)	CS440	50 013 804 (FS)
1906 14	50 013 031 (FC)	850589	50 013 157 (OS)	CS445	50 013 019 (FS)
1906 29	50 013 262 (FC)	8888013	50 013 046 (OC)	CS484	50 013 647 (FP)
1906 38	50 013 262 (FC)	8888622	50 013 021 (FC)	CS700	50 013 265 (FP)
		8888667	50 013 053 (OS)	C106	50 013 021 (FC)
		8888840	50 013 053 (OS)	C116	50 013 029 (FC)
		8888843	50 013 046 (OC)	C416	50 013 028 (FC)



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Reference		Reference		Reference	
PURFLUX		PURFLUX		PUROLATOR	
C417	50 013 020 (FC)	L779	50 013 094 (OC)	F58247	50 013 001 (FS)
C422	50 013 262 (FC)	L781	50 013 387 (OC)	F60023	50 013 019 (FS)
E701	50 013 185 (FP)			F67045	50 013 351 (FS)
FCS477	50 014 139 (FP)		PUROLATOR	F67702	50 013 297 (FS)
LS144B	50 013 150 (OS)	A17328	50 013 436 (AP)	H17676	50 013 172 (OH)
LS149	50 013 150 (OS)	A17711	50 013 060 (AP)	H27122	50 013 044 (OH)
LS154A	50 013 134 (OS)	A27049	50 013 539 (AP)	H57150	50 013 045 (OH)
LS186	50 013 052 (OS)	A27050	50 013 440 (AP)	L10018	50 013 215 (OS)
LS218	50 013 504 (OS)	A27499	50 013 168 (AP)	L10101	50 013 150 (OS)
LS218	50013504/10 (OS)	A27500	50 013 169 (AP)	L17200	50 013 003 (OS)
LS235	50 013 359 (OS)	A27501	50 013 183 (AP)	L17320	50 013 859 (OS)
LS236	50 013 398 (OS)	A34536	50 013 128 (AR)	L17368	50 013 504 (OS)
LS254	50 013 139 (OS)	A37055	50 013 393 (AP)	L17368	50013504/10 (OS)
LS286	50 013 506 (OS)	A37078	50 013 352 (AR)	L17369	50013504/10 (OS)
LS288	50 013 504 (OS)	A37136	50 013 180 (AR)	L17369	50 013 504 (OS)
LS288	50013504/10 (OS)	A38013	50 013 180 (AR)	L17582	50 013 134 (OS)
LS294	50 013 859 (OS)	A42030	50 013 220 (AR)	L17695	50013504/10 (OS)
LS309	50 013 504 (OS)	A44647	50 013 458 (AR)	L17695	50 013 504 (OS)
LS309	50013504/10 (OS)	A47052	50 013 065 (AR)	L17824	50013504/10 (OS)
LS414	50 013 000 (OS)	A47488	50 013 453 (AR)	L17824	50 013 504 (OS)
LS581	50 013 053 (OS)	A47699	50 013 243 (AP)	L20011	50 013 016 (OC)
LS582	50 013 052 (OS)	A47707	50 013 025 (AR)	L27024	50 013 358 (OS)
LS583	50 013 061 (OS)	A47714	50 013 026 (AR)	L27110	50 013 010 (OC)
LS602	50013504/10 (OS)	A47752	50 013 241 (AP)	L27199	50 013 138 (OC)
LS602	50 013 504 (OS)	A48715	50 013 461 (AR)	L27545	50 013 139 (OS)
LS712	50 013 017 (OS)	A52040	50 013 219 (AR)	L27920	50 013 506 (OS)
LS712C	50 013 017 (OS)	A57053	50 013 165 (AR)	L30001	50 013 052 (OS)
LS738	50 013 359 (OS)	A57096	50 013 034 (AR)	L37031	50 013 154 (OS)
LS751	50013504/10 (OS)	A57425	50 013 381 (AR)	L37196	50 013 515 (OS)
LS751	50 013 504 (OS)	A61568	50 013 036 (AR)	L37197	50 013 140 (OC)
LS775	50 013 358 (OS)	A61605	50 013 122 (AR)	L37198	50 013 464 (OS)
LS778	50 013 055 (OS)	A62221	50 013 186 (AR)	L37202	50 013 053 (OS)
LS783	50 013 157 (OS)	A63393	50 013 342 (AR)	L37211	50 013 061 (OS)
LS785A	50013355/10 (OS)	A64551	50 013 344 (AR)	L37230	50013355/10 (OS)
LS785A	50 013 355 (OS)	A67419	50 013 027 (AR)	L37230	50 013 355 (OS)
LS812	50 013 215 (OS)	A67571	50 013 472 (AR)	L37293	50 013 359 (OS)
LS836	50 013 504 (OS)	A67621	50 013 485 (AR)	L37390	50 013 046 (OC)
LS836	50013504/10 (OS)	A67627	50 013 457 (AR)	L37616	50 013 384 (OX)
LS836A	50013504/10 (OS)	A67709	50 013 035 (AR)	L37814	50 013 042 (OC)
LS836A	50 013 504 (OS)	A77051	50 013 037 (AR)	L38204	50 013 474 (OS)
LS855	50013504/10 (OS)	A77750	50 013 064 (AR)	L40017	50 013 155 (OS)
LS855	50 013 504 (OS)	A77760	50 013 037 (AR)	L40039	50 013 136 (OC)
LS883	50 013 504 (OS)	A77843	50 013 400 (AR)	L47033	50 013 000 (OS)
LS883	50013504/10 (OS)	A78103	50 013 221 (AR)	L47056	50 013 015 (OC)
LS900	50 013 003 (OS)	F50284	50 013 127 (FS)	L47076	50 013 387 (OC)
L106	50 013 140 (OC)	F50453	50 013 029 (FC)	L47215	50 013 187 (OC)
L114	50 013 042 (OC)	F50454	50 013 021 (FC)	L47226	50 013 345 (OC)
L121	50 013 044 (OH)	F54689	50 013 828 (FP)	L47245	50 013 465 (OS)
L147	50 013 045 (OH)	F57023	50 013 262 (FC)	L47356	50 013 048 (OC)
L166	50 013 138 (OC)	F57042	50 013 002 (FS)	L47430	50 013 022 (OC)
L221	50 013 043 (OC)	F57068	50 013 189 (FP)	L47815	50 013 043 (OC)
L413	50 013 010 (OC)	F57145	50 013 020 (FC)	L48015	50 013 048 (OC)
L421	50 013 046 (OC)	F57154	50 013 021 (FC)	L50068	50 013 055 (OS)
L423	50 013 048 (OC)	F57210	50 013 185 (FP)	L50250	50 013 261 (OS)
L443	50 013 023 (OC)	F57213	50 013 028 (FC)	L57204	50 013 162 (OC)
L447	50 013 016 (OC)	F57248	50 013 075 (FS)	L57232	50 013 017 (OS)
L459	50 013 345 (OC)	F57294	50 013 508 (FC)	L57241	50 013 405 (OC)
L459	50 013 015 (OC)	F57308	50 013 158 (FS)	L57429	50 013 024 (OC)
L562	50 013 042 (OC)	F57322	50 013 005 (FS)	L57447	50 013 023 (OC)
L563	50 013 162 (OC)	F57336	50 013 079 (FS)	L57572	50 013 398 (OS)
L564	50 013 022 (OC)	F57453	50 013 028 (FC)	L58244	50 013 157 (OS)
L565	50 013 024 (OC)	F57454	50 013 020 (FC)	L67224	50 013 094 (OC)
L566	50 013 136 (OC)	F57629	50 013 030 (FC)		
		F57769	50 013 262 (FC)		
		F57783	50 013 031 (FC)		



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FILTER CROSS REFERENCE

Reference		Reference		Reference	
RENAULT		RENAULT		RENAULT	
00 00 122 440	50 013 046 (OC)	00 08 517 223	50 013 046 (OC)	50 00 044 959	50 013 154 (OS)
00 00 150 564	50 013 002 (FS)	00 08 545 896	50 013 030 (FC)	50 00 100 351	50 013 150 (OS)
00 00 504 020	50 013 000 (OS)	00 08 548 759	50 013 029 (FC)	50 00 133 555	50 013 055 (OS)
00 00 506 163	50 013 030 (FC)	00 08 555 896	50 013 030 (FC)	50 00 241 677	50 013 029 (FC)
00 00 650 615	50 013 028 (FC)	00 08 555 986	50 013 030 (FC)	50 00 241 756	50 013 035 (AR)
00 00 656 621	50 013 030 (FC)	00 08 701 759	50 013 029 (FC)	50 00 241 796	50 013 035 (AR)
00 00 930 023	50 013 140 (OC)	00 08 704 657	50 013 029 (FC)	50 00 242 097	50 013 030 (FC)
00 00 930 028	50 013 140 (OC)	00 14 564 103	50 013 000 (OS)	50 00 242 503	50 013 036 (AR)
00 00 950 196	50 013 140 (OC)	00 22 004 800	50 013 036 (AR)	50 00 242 504	50 013 064 (AR)
00 01 225 001	50 013 029 (FC)	00 22 852 900	50 013 000 (OS)	50 00 242 510	50 013 022 (OC)
00 01 225 406	50 013 029 (FC)	00 22 860 400	50 013 064 (AR)	50 00 243 097	50 013 030 (FC)
00 01 226 727	50 013 140 (OC)	00 23 110 800	50 013 030 (FC)	50 00 243 098	50 013 024 (OC)
00 01 226 728	50 013 140 (OC)	00 24 151 017	50 013 154 (OS)	50 00 250 049	50 013 187 (OC)
00 01 229 148	50 013 029 (FC)	00 24 151 018	50 013 154 (OS)	50 00 250 806	50 013 187 (OC)
00 01 231 108	50 013 030 (FC)	00 24 151 104	50 013 042 (OC)	50 00 255 463	50 013 045 (OH)
00 01 231 545	50 013 138 (OC)	00 24 151 119	50 013 021 (FC)	50 00 255 643	50 013 045 (OH)
00 01 907 947	50 013 000 (OS)	00 24 152 004	50 013 020 (FC)	50 00 273 542	50 013 187 (OC)
00 02 652 621	50 013 030 (FC)	00 24 152 005	50 013 021 (FC)	50 00 295 422	50 014 107 (AD)
00 02 656 621	50 013 030 (FC)	00 24 164 103	50 013 000 (OS)	50 00 504 020	50 013 000 (OS)
00 03 005 805	50 013 021 (FC)	00 24 551 184	50 013 035 (AR)	50 00 670 670	50 013 000 (OS)
00 03 005 806	50 013 021 (FC)	00 24 564 057	50 013 000 (OS)	50 00 670 699	50 013 055 (OS)
00 03 052 535	50 013 031 (FC)	00 24 564 058	50 013 000 (OS)	50 00 670 700	50 013 055 (OS)
00 03 082 657	50 013 031 (FC)	00 24 564 060	50 013 000 (OS)	50 00 682 146	50 013 055 (OS)
00 03 082 669	50 013 138 (OC)	00 24 564 103	50 013 000 (OS)	50 00 682 148	50 013 261 (OS)
00 03 124 456	50 013 030 (FC)	00 24 866 064	50 013 020 (FC)	50 00 686 589	50 013 079 (FS)
00 03 141 914	50 013 052 (OS)	00 24 866 092	50 013 021 (FC)	50 00 686 590	50 013 079 (FS)
00 03 223 251	50 013 219 (AR)	00 24 866 184	50 013 187 (OC)	50 00 686 625	50 013 052 (OS)
00 03 323 251	50 013 219 (AR)	00 25 560 017	50 013 030 (FC)	50 00 783 932	50 013 036 (AR)
00 03 563 021	50 013 037 (AR)	00 60 377 200	50 013 035 (AR)	50 00 786 107	50 013 000 (OS)
00 03 563 512	50 013 035 (AR)	00 63 280 600	50 013 127 (FS)	50 00 789 225	50 013 150 (OS)
00 03 563 565	50 013 122 (AR)	00 75 065 702	50 013 155 (OS)	50 00 790 022	50 013 215 (OS)
00 03 563 577	50 013 034 (AR)	01 22 672 800	50 013 140 (OC)	50 00 790 570	50 013 079 (FS)
00 03 563 591	50 013 052 (OS)	01 22 998 800	50 013 042 (OC)	50 00 790 787	50 013 000 (OS)
00 03 563 592	50 013 457 (AR)	01 23 110 800	50 013 030 (FC)	50 00 790 788	50 013 000 (OS)
00 03 563 595	50 013 036 (AR)	01 23 154 500	50 013 138 (OC)	50 00 790 822	50 013 000 (OS)
00 03 563 603	50 013 155 (OS)	08 54 806 000	50 013 028 (FC)	50 00 790 823	50 013 000 (OS)
00 03 563 604	50 013 045 (OH)	08 55 510 100	50 013 352 (AR)	50 00 806 317	50 013 037 (AR)
00 03 563 608	50 013 064 (AR)	08 55 589 600	50 013 030 (FC)	50 00 806 336	50 013 002 (FS)
00 03 564 035	50 013 219 (AR)	08 55 590 600	50 013 030 (FC)	50 00 806 377	50 013 037 (AR)
00 03 564 040	50 013 220 (AR)	08 55 823 800	50 013 150 (OS)	50 00 807 551	50 013 030 (FC)
00 03 564 042	50 013 220 (AR)	08 70 095 800	50 013 219 (AR)	50 00 807 751	50 013 030 (FC)
00 03 564 103	50 013 000 (OS)	08 70 176 000	50 013 029 (FC)	50 00 812 484	50 013 261 (OS)
00 03 564 105	50 013 342 (AR)	08 70 323 100	50 013 020 (FC)	50 00 814 227	50 013 079 (FS)
00 03 564 118	50 013 186 (AR)	08 70 465 700	50 013 029 (FC)	50 00 814 407	50 013 044 (OH)
00 03 564 120	50 013 186 (AR)	09 41 709 013	50 013 030 (FC)	50 00 816 061	50 014 172 (OS)
00 03 564 512	50 013 035 (AR)	09 43 235 102	50 013 140 (OC)	50 00 816 070	50 013 359 (OS)
00 03 571 013	50 013 140 (OC)	09 44 700 122	50 013 046 (OC)	50 00 819 024	50 013 220 (AR)
00 04 205 627	50 013 000 (OS)	09 44 700 162	50 013 046 (OC)	50 00 819 340	50 013 186 (AR)
00 04 207 090	50 013 122 (AR)	09 80 465 700	50 013 029 (FC)	50 00 820 895	50 013 044 (OH)
00 04 212 747	50 013 035 (AR)	40 33 109 540	50 013 457 (AR)	50 00 876 107	50 013 000 (OS)
00 04 212 748	50 013 036 (AR)	40 33 128 140	50 013 472 (AR)	50 00 935 525	50 013 000 (OS)
00 04 214 189	50 013 036 (AR)	40 33 156 710	50 013 079 (FS)	50 00 935 712	50 013 000 (OS)
00 04 214 313	50 013 035 (AR)	40 33 158 110	50 013 028 (FC)	50 01 001 646	50 013 030 (FC)
00 04 214 314	50 013 036 (AR)	40 33 162 440	50 013 045 (OH)	50 01 830 112	50 013 305 (AD)
00 04 214 489	50 013 036 (AR)	40 55 040 004	50 013 187 (OC)	50 01 830 112	50 014 052 (AD)
00 04 309 015	50 013 122 (AR)	40 55 040 006	50 013 187 (OC)	50 01 846 632	50 013 484 (OX)
00 04 311 558	50 013 187 (OC)	40 83 040 018	50 013 187 (OC)	50 01 846 635	50 013 215 (OS)
00 04 311 669	50 013 187 (OC)	41 25 030 018	50 013 021 (FC)	50 01 846 638	50 013 474 (OS)
00 05 006 136	50 013 030 (FC)	41 25 030 024	50 013 020 (FC)	50 01 846 642	50 013 055 (OS)
00 05 006 163	50 013 030 (FC)	50 00 031 068	50 013 020 (FC)	50 01 846 993	50 013 575 (OX)
00 05 038 883	50 013 030 (FC)	50 00 043 298	50 013 024 (OC)	50 10 550 600	50 013 055 (OS)
00 05 311 053	50 013 162 (OC)	50 00 044 059	50 013 154 (OS)	59 84 520 100	50 013 187 (OC)
00 05 504 020	50 013 000 (OS)	50 00 044 064	50 013 154 (OS)	60 00 141 020	50 013 052 (OS)
00 08 503 375	50 013 046 (OC)	50 00 044 487	50 013 154 (OS)	60 05 000 788	50 013 002 (FS)



FILTER CROSS REFERENCE

Reference 		Reference 		Reference 	
RENAULT		RENAULT		SAAB	
60 05 000 894	50 013 030 (FC)	77 01 010 100	50 013 030 (FC)	→ SCANIA	
60 05 000 895	50 013 031 (FC)	77 01 015 820	50 013 002 (FS)	SAME	
60 05 000 929	50 013 053 (OS)	77 01 015 830	50 013 002 (FS)	001 0780 0	50 013 020 (FC)
60 05 007 409	50 013 030 (FC)	77 01 016 181	50 013 030 (FC)	001 0780 7	50 013 021 (FC)
60 05 007 410	50 013 031 (FC)	77 01 017 322	50 013 079 (FS)	003 1412 0	50 013 028 (FC)
67 50 558 686	50 013 000 (OS)	77 01 017 732	50 013 079 (FS)	003 1413 0	50 013 029 (FC)
77 00 042 054	50 013 064 (AR)	77 01 019 017	50 013 122 (AR)	003 9256 0	50 013 219 (AR)
77 00 107 905	50013504/10 (OS)	77 01 020 783	50 013 003 (OS)	044 1567 0	50 013 358 (OS)
77 00 107 905	50 013 504 (OS)	77 01 021 327	50 013 352 (AR)	044 1567 01	50 013 358 (OS)
77 00 110 796	50 013 504 (OS)	77 01 022 800	50 013 154 (OS)	242 4913 00	50 013 342 (AR)
77 00 110 796	50013504/10 (OS)	77 01 025 064	50 013 034 (AR)	242 4913 01	50 013 342 (AR)
77 00 272 523	50013504/10 (OS)	77 01 028 181	50 013 031 (FC)	242 4913 08	50 013 342 (AR)
77 00 272 523	50 013 504 (OS)	77 01 029 280	50 013 154 (OS)	242 4913 10	50 013 342 (AR)
77 00 538 153	50 013 150 (OS)	77 01 030 195	50 013 075 (FS)	242 4931 04	50 013 342 (AR)
77 00 542 086	50 013 150 (OS)	77 01 030 546	50 013 075 (FS)	243 1906 01	50 013 030 (FC)
77 00 542 286	50 013 150 (OS)	77 01 031 111	50 013 150 (OS)	243 1913 01	50 013 031 (FC)
77 00 542 526	50 013 150 (OS)	77 01 035 650	50 013 359 (OS)	243 1916 01	50 013 030 (FC)
77 00 545 868	50 013 150 (OS)	77 01 200 202	50 013 187 (OC)	243 1925 303	50 013 028 (FC)
77 00 553 733	50 013 150 (OS)	77 01 202 202	50 013 187 (OC)	243 1950 01	50 013 002 (FS)
77 00 634 818	50 013 150 (OS)	77 01 348 023	50 013 150 (OS)	243 1951 01	50 013 127 (FS)
77 00 638 670	50 013 150 (OS)	77 01 348 107	50 013 150 (OS)	243 1953 03	50 013 028 (FC)
77 00 640 165	50 013 003 (OS)	77 01 348 110	50 013 003 (OS)	243 1953 04	50 013 029 (FC)
77 00 640 175	50 013 215 (OS)	77 01 349 151	50 013 358 (OS)	244 1915 00	50 013 154 (OS)
77 00 646 761	50 013 150 (OS)	77 01 349 720	50 013 504 (OS)	244 1915 01	50 013 154 (OS)
77 00 651 432	50 013 150 (OS)	77 01 349 720	50013504/10 (OS)	244 1917 01	50 013 134 (OS)
77 00 668 711	50 013 075 (FS)	77 01 349 725	50013504/10 (OS)	244 1934 00	50 013 464 (OS)
77 00 673 219	50 013 150 (OS)	77 01 349 725	50 013 504 (OS)	400 1451 6	50 013 138 (OC)
77 00 700 092	50 013 075 (FS)	77 01 349 779	50 013 358 (OS)	400 5010	50 013 029 (FC)
77 00 727 401	50013504/10 (OS)	77 01 365 661	50 013 150 (OS)	SAVIEM	
77 00 727 401	50 013 504 (OS)	77 01 415 051	50 013 154 (OS)	0 123 110 800	50 013 030 (FC)
77 00 727 478	50013504/10 (OS)	77 01 480 025	50 013 352 (AR)	2 486 606 4	50 013 020 (FC)
77 00 727 478	50 013 504 (OS)	77 01 542 286	50 013 003 (OS)	2 486 609 2	50 013 021 (FC)
77 00 727 479	50013504/10 (OS)	77 01 638 670	50 013 150 (OS)	8 701 760	50 013 029 (FC)
77 00 727 479	50 013 504 (OS)	77 01 668 711	50 013 075 (FS)	SCANIA	
77 00 727 480	50013504/10 (OS)	77 01 727 480	50 013 504 (OS)	1117285	50 013 055 (OS)
77 00 727 480	50 013 504 (OS)	77 01 727 480	50013504/10 (OS)	11436936	50 013 003 (OS)
77 00 728 148	50013504/10 (OS)	77 07 021 327	50 013 352 (AR)	150354	50 013 030 (FC)
77 00 728 148	50 013 504 (OS)	77 11 502 907	50 013 031 (FC)	152875	50 013 021 (FC)
77 00 728 310	50013504/10 (OS)	82 00 033 408	50013504/10 (OS)	153468	50 013 044 (OH)
77 00 728 310	50 013 504 (OS)	82 00 033 408	50 013 504 (OS)	168185	50 013 045 (OH)
77 00 734 945	50 013 504 (OS)	82 54 589 600	50 013 030 (FC)	173171	50 013 215 (OS)
77 00 734 945	50013504/10 (OS)	85 48 060 000	50 013 028 (FC)	181642	50 013 030 (FC)
77 00 734 957	50013504/10 (OS)	85 48 759 000	50 013 029 (FC)	181646	50 013 079 (FS)
77 00 734 957	50 013 504 (OS)	87 01 760 000	50 013 029 (FC)	210970	50 013 079 (FS)
77 00 735 917	50013504/10 (OS)	RENAULT TRUCKS (RVI)		217517	50 013 064 (AR)
77 00 735 917	50 013 504 (OS)	00 03 132 302	50 013 354 (OS)	218989	50 013 035 (AR)
77 00 737 991	50 013 504 (OS)	50 00 802 477	50 013 346 (AR)	219517	50 013 064 (AR)
77 00 737 991	50013504/10 (OS)	50 00 802 977	50 013 346 (AR)	219519	50 013 064 (AR)
77 00 744 879	50013504/10 (OS)	50 00 802 978	50 013 665 (AR)	235586	50 013 036 (AR)
77 00 744 879	50 013 504 (OS)	77 01 019 018	50 013 229 (AR)	275588	50 013 037 (AR)
77 00 745 708	50013504/10 (OS)	77 01 021 498	50 013 346 (AR)	309439	50 013 028 (FC)
77 00 745 708	50 013 504 (OS)	ROLLS-ROYCE		310813	50 013 186 (AR)
77 00 748 326	50 013 504 (OS)	CV 417 0	50 013 186 (AR)	326065	50 013 079 (FS)
77 00 748 326	50013504/10 (OS)	OD 119 17	50 013 030 (FC)	332441	50 013 127 (FS)
77 00 855 853	50 013 504 (OS)	OD 119 27	50 013 030 (FC)	343144	50 013 001 (FS)
77 00 855 853	50013504/10 (OS)	OD 188 73	50 013 031 (FC)	364624	50 013 079 (FS)
77 00 873 583	50 013 504 (OS)	0 D 119 17	50 013 030 (FC)	368016	50 013 221 (AR)
77 00 873 583	50013504/10 (OS)	0 D 119 27	50 013 030 (FC)	368017	50 013 247 (AR)
77 01 002 280	50 013 154 (OS)	0 000 200 521 6	50 013 010 (OC)	368018	50 013 221 (AR)
77 01 006 018	50 013 162 (OC)	ROVER		562810	50 013 055 (OS)
77 01 006 020	50 013 162 (OC)	GFE 5311	50 013 828 (FP)	800334	50 013 003 (OS)
77 01 006 374	50 013 154 (OS)	3 H 434 0	50 013 140 (OC)	834940	50 013 003 (OS)
77 01 008 689	50 013 358 (OS)				
77 01 009 924	50 013 162 (OC)				



FILTER CROSS REFERENCE

Reference		Reference		Reference	
SCANIA		STEYR		SULLAIR	
8349409	50 013 003 (OS)	407 08 74	50 013 001 (FS)	RM16245	50 013 030 (FC)
880334	50 013 003 (OS)	409 07 00 36	50 013 154 (OS)	0237	50 013 053 (OS)
9390907	50 013 458 (AR)	409 07 36	50 013 154 (OS)	0383	50 013 002 (FS)
SCHLÜTER		480 A 47 00 60	50 013 044 (OH)	05922	50 013 034 (AR)
SAJ502	50 013 035 (AR)	480 A 47 00 748	50 013 044 (OH)	0681	50 013 000 (OS)
SAK300	50 013 020 (FC)	540 20 80 B 01	50 013 021 (FC)	1144	50 013 035 (AR)
SAK301	50 013 029 (FC)	540 20 80 B 02	50 013 020 (FC)	1279	50 013 064 (AR)
SAK303	50 013 020 (FC)	540 20 80 01 BO 1	50 013 021 (FC)	1872	50 013 037 (AR)
SAK700	50 013 000 (OS)	540 20 80 01 BO 2	50 013 020 (FC)	2078240	50 013 122 (AR)
SAK701	50 013 044 (OH)	540 20 80 01 B 01	50 013 021 (FC)	2110	50 013 002 (FS)
SAK702	50 013 154 (OS)	540 20 80 01 B 02	50 013 020 (FC)	2111610	50 013 187 (OC)
17035	50 013 046 (OC)	559 00 10 0035 6	50 013 162 (OC)	2132170	50 013 162 (OC)
21314	50 013 021 (FC)	609 F 07 00 60	50 013 162 (OC)	2138240	50 013 029 (FC)
90852	50 013 029 (FC)	609 F 07 60	50 013 162 (OC)	2214	50 013 036 (AR)
SEAT		609 07 00 83	50 013 187 (OC)	4053800	50 013 002 (FS)
ND 030 288 50	50 013 134 (OS)	609 07 83	50 013 187 (OC)	4057120	50 013 000 (OS)
ND 104 202 01	50 013 030 (FC)	609 60 72 8	50 013 162 (OC)	40595	50 013 219 (AR)
SE 022 119 900 B	50 013 030 (FC)	610 00 07 0005	50 013 000 (OS)	40596	50 013 219 (AR)
000 389 799 1	50 013 003 (OS)	610 00 07 0013	50 013 162 (OC)	4061130	50 013 474 (OS)
000 389 799 2	50 013 003 (OS)	610 00 07 0050	50 013 162 (OC)	40993	50 013 030 (FC)
000 389 981 1	50 013 030 (FC)	610 07 05	50 013 000 (OS)	42268	50 013 186 (AR)
000 390 817 1	50 013 010 (OC)	611 00 19 0013	50 013 122 (AR)	422681	50 013 186 (AR)
000 393 656 9	50 013 003 (OS)	611 00 19 0028	50 013 122 (AR)	42668	50 013 186 (AR)
000 393 687 0	50 013 003 (OS)	612 00 19 0027	50 013 122 (AR)	426681	50 013 186 (AR)
000 443 482 5	50 013 358 (OS)	612 00 19 0037	50 013 035 (AR)	43333	50 013 220 (AR)
000 446 512 1	50 013 075 (FS)	614 04 01 11	50 013 048 (OC)	43334	50 013 220 (AR)
000 594 089 8	50 013 003 (OS)	614 07 01 11	50 013 048 (OC)	4355	50 013 000 (OS)
000 993 689 1	50 013 075 (FS)	614 07 02 63	50 013 048 (OC)	4616	50 013 417 (FS)
SIMCA		614 07 10 5	50 013 048 (OC)	4721	50 013 127 (FS)
→ TALBOT		614 07 10 53	50 013 048 (OC)	47529	50 013 003 (OS)
SLANZI		614 08 02 27	50 013 020 (FC)	4810	50 013 127 (FS)
2175065	50 013 030 (FC)	614 08 07 39	50 013 021 (FC)	5048480	50 013 034 (AR)
2175067	50 013 031 (FC)	614 08 07 40	50 013 020 (FC)	5922	50 013 034 (AR)
4002175065	50 013 030 (FC)	614 09 07 39	50 013 021 (FC)	68500953	50 013 622 (OS)
4002175067	50 013 031 (FC)	615 00 08 0043	50 013 001 (FS)	8530	50 013 665 (AR)
406037	50 013 127 (FS)	615 00 08 0135	50 013 351 (FS)	TALBOT	
406037041	50 013 002 (FS)	710 10 70 332	50 013 053 (OS)	CA 151 360 00	50 013 030 (FC)
406038	50 013 030 (FC)	712 01 19 0021	50 013 034 (AR)	F O1A 186 94	50 013 046 (OC)
407042	50 013 031 (FC)	712 10 71 142	50 013 154 (OS)	K 107 67	50 013 140 (OC)
408042	50 013 031 (FC)	712 11 90 021	50 013 034 (AR)	K 262 90	50 013 140 (OC)
46038	50 013 030 (FC)	990 00 19 0075	50 013 036 (AR)	10 519 8	50 013 046 (OC)
STEYR		990 00 19 0137	50 013 064 (AR)	12 280 22	50 013 052 (OS)
185 55 03	50 013 028 (FC)	990 00 19 0701	50 013 035 (AR)	25 194 900	50 013 220 (AR)
185 55 04	50 013 029 (FC)	990 00 19 0702	50 013 036 (AR)	40 110 245 3	50 013 020 (FC)
209 07 36	50 013 154 (OS)	990.12.19.0030	50 013 221 (AR)	50 388 3	50 013 030 (FC)
295 47 07 05	50 013 045 (OH)	990 12 19 0037	50 013 064 (AR)	50 394 56	50 013 138 (OC)
311 00 19 0020	50 013 034 (AR)	990 12 19 0137	50 013 064 (AR)	50 990 D	50 013 046 (OC)
311 00 19 0701	50 013 034 (AR)	990 12 19 0196	50 013 665 (AR)	52 212 72	50 013 052 (OS)
380 95 51 63	50 013 028 (FC)	990 12 19 0701	50 013 036 (AR)	52 213 13	50 013 052 (OS)
380 95 51 64	50 013 029 (FC)	990 12 19 0705	50 013 064 (AR)	61 604 48	50 013 052 (OS)
406 07 16	50 013 215 (OS)	990 14 19 0033	50 013 037 (AR)	70 206	50 013 046 (OC)
406 07 18	50 013 154 (OS)	991.12.19.0030	50 013 221 (AR)	75 060 376	50 013 031 (FC)
406 07 57	50 013 154 (OS)	991 12 19 0705	50 013 064 (AR)	75 061 409	50 013 052 (OS)
407 07 11 6	50 013 001 (FS)	STILL		75 061 411	50 013 052 (OS)
407 08 00 131	50 013 028 (FC)	133748	50 013 002 (FS)	75 062 925	50 013 031 (FC)
407 08 00 132	50 013 029 (FC)	133791	50 013 053 (OS)	75 065 049	50 013 052 (OS)
407 08 00 74	50 013 001 (FS)	141762	50 013 075 (FS)	75 065 398	50 013 048 (OC)
407 08 00 76	50 013 001 (FS)	142273	50 013 015 (OC)	75 065 703	50 013 155 (OS)
407 08 01 31	50 013 028 (FC)	142340	50 013 005 (FS)	75 066 000	50 013 031 (FC)
407 08 01 32	50 013 029 (FC)	146707	50 013 136 (OC)	79 102 468 15	50 013 003 (OS)
407 08 13 2391	50 013 029 (FC)	146921	50 013 168 (AP)	92 117 8	50 013 046 (OC)
		512656	50 013 034 (AR)	94 019 060 88	50 013 030 (FC)
		525891	50 013 183 (AP)	94 019 061 38	50 013 030 (FC)
				95 557 578 3	50 013 030 (FC)



FILTER CROSS REFERENCE

Reference		Reference		Reference	
TECFIL		TECNOCAR		TECNOCAR	
AP2710	50 013 122 (AR)	N1141	50 013 021 (FC)	R88	50 013 017 (OS)
AP4440	50 013 036 (AR)	N1147	50 013 029 (FC)	R90	50 013 055 (OS)
AP4650/1	50 013 064 (AR)	N296	50 013 508 (FC)	TEHO	
AP8528	50 013 034 (AR)	N297	50 013 508 (FC)	21001	50 013 220 (AR)
AP9834	50 013 035 (AR)	N449	50 013 262 (FC)	21007	50 013 342 (AR)
AP9835	50 013 037 (AR)	N550	50 013 185 (FP)	2151	50 013 180 (AR)
AS820	50 013 346 (AR)	OP195	50 013 387 (OC)	2156	50 013 064 (AR)
AS840	50 013 221 (AR)	OP350	50 013 187 (OC)	2169	50 013 026 (AR)
AS860	50 013 247 (AR)	OP352	50 013 162 (OC)	2177	50 013 036 (AR)
PC2/155	50 013 030 (FC)	OP627	50 013 024 (OC)	2182-1	50 013 034 (AR)
PH346	50 013 044 (OH)	OP628	50 013 022 (OC)	2186	50 013 128 (AR)
PL364	50 013 042 (OC)	OP803	50 013 044 (OH)	2194	50 013 219 (AR)
PL366	50 013 043 (OC)	OP813	50 013 138 (OC)	2196	50 013 025 (AR)
PL447	50 013 024 (OC)	OP820	50 013 140 (OC)	2197	50 013 035 (AR)
PSC496	50 013 001 (FS)	OP824	50 013 043 (OC)	2198	50 013 122 (AR)
PSC72/2	50 013 079 (FS)	OP825	50 013 042 (OC)	2281	50 013 037 (AR)
PSC73/1	50 013 002 (FS)	OP826	50 013 094 (OC)	2295	50 013 027 (AR)
PSL123	50 013 053 (OS)	OP827	50 013 016 (OC)	2300	50 013 183 (AP)
PSL171	50 013 215 (OS)	OP946	50 013 042 (OC)	2346	50 013 344 (AR)
PSL339	50 013 017 (OS)	OP949	50 013 023 (OC)	2348	50 013 169 (AP)
PSL417	50 013 055 (OS)	OP978	50 013 045 (OH)	2387	50 013 186 (AR)
PSL419	50 013 261 (OS)	O152	50 013 015 (OC)	2438	50 013 065 (AR)
PSL47	50 013 003 (OS)	O152M	50 013 345 (OC)	2498	50 013 393 (AP)
PSL962	50 013 000 (OS)	O157	50 013 136 (OC)	2515-1	50 013 243 (AP)
TECNOCAR		O3M	50 013 010 (OC)	2542	50 013 241 (AP)
A132	50 013 436 (AP)	O30	50 013 048 (OC)	4014	50 013 052 (OS)
A178	50 013 060 (AP)	O4	50 013 046 (OC)	4014	50 013 154 (OS)
A213	50 013 168 (AP)	RD3000	50 013 359 (OS)	4015	50 013 061 (OS)
A228	50 013 180 (AR)	RD3001	50 013 398 (OS)	4019	50 013 150 (OS)
A250	50 013 169 (AP)	RD3003	50 013 359 (OS)	4050	50 013 053 (OS)
A303	50 013 539 (AP)	RD3005	50 013 398 (OS)	4057	50 013 000 (OS)
A304	50 013 440 (AP)	RN110B	50 013 001 (FS)	4062	50 013 003 (OS)
A310	50 013 458 (AR)	RN118	50 013 351 (FS)	4085	50 013 155 (OS)
A328	50 013 183 (AP)	RN162	50 013 005 (FS)	4094	50 013 055 (OS)
A335	50 013 180 (AR)	RN170	50 013 019 (FS)	4109	50 013 157 (OS)
A341	50 013 393 (AP)	RN213	50 013 647 (FP)	4117	50 013 017 (OS)
A497	50 013 381 (AR)	RN226	50 014 139 (FP)	4127	50013504/10 (OS)
A499	50 013 065 (AR)	RN227	50 013 265 (FP)	4127	50 013 504 (OS)
A501	50 013 037 (AR)	RN30	50 013 127 (FS)	5007	50 013 138 (OC)
A505	50 013 165 (AR)	RN45	50 013 079 (FS)	5013	50 013 045 (OH)
A524	50 013 344 (AR)	RN45B	50 013 002 (FS)	5050	50 013 044 (OH)
A525	50 013 453 (AR)	RN58B	50 013 075 (FS)	5067	50 013 048 (OC)
A526	50 013 128 (AR)	RN69B	50 013 158 (FS)	5072	50 013 187 (OC)
A540	50 013 064 (AR)	R138	50 013 358 (OS)	5084	50 013 162 (OC)
A542	50 013 035 (AR)	R138	50 013 515 (OS)	5091	50 013 046 (OC)
A556	50 013 186 (AR)	R16	50 013 150 (OS)	5095	50 013 140 (OC)
A557	50 013 457 (AR)	R169	50 013 464 (OS)	5114	50 013 010 (OC)
A560	50 013 034 (AR)	R192	50 013 859 (OS)	5165	50 013 024 (OC)
A562	50 013 036 (AR)	R243	50 014 172 (OS)	5166	50 013 042 (OC)
A580	50 013 342 (AR)	R309	50 013 157 (OS)	5168	50 013 022 (OC)
A590	50 013 122 (AR)	R416	50 013 504 (OS)	5174	50 013 043 (OC)
A592	50 013 220 (AR)	R416	50013504/10 (OS)	5188	50 013 015 (OC)
A598	50 013 219 (AR)	R49	50 013 052 (OS)	5188	50 013 136 (OC)
A652	50 013 352 (AR)	R531	50 013 355 (OS)	5207	50 013 345 (OC)
A701	50 013 461 (AR)	R531	50013355/10 (OS)	5208	50 013 094 (OC)
A725	50 013 472 (AR)	R550	50 013 139 (OS)	6054	50 013 002 (FS)
A736	50 013 025 (AR)	R61	50 013 003 (OS)	6054	50 013 079 (FS)
A753	50 013 026 (AR)	R67	50 013 053 (OS)	6065	50 013 127 (FS)
A759	50 013 027 (AR)	R68	50 013 000 (OS)	6090	50 013 005 (FS)
A761	50 013 037 (AR)	R74	50 013 464 (OS)	6099	50 013 019 (FS)
N1010	50 013 028 (FC)	R80	50 013 155 (OS)	6190	50 013 158 (FS)
N1020	50 013 020 (FC)	R80	50 013 134 (OS)	6206	50 013 075 (FS)
N1117	50 013 030 (FC)	R85	50 013 061 (OS)	6206	50 013 001 (FS)
N1118	50 013 031 (FC)			7022	50 013 029 (FC)



FILTER CROSS REFERENCE






FILTER CROSS REFERENCE

Reference		Reference		Reference	
TEHO		TOYOTA		UFI	
7023	50 013 021 (FC)	23300-19415	50 013 831 (FP)	2540601	50 013 044 (OH)
7103	50 013 031 (FC)	23300-19475	50 013 831 (FP)	2540800	50 013 140 (OC)
72003	50 013 189 (FP)	23300-19535	50 013 831 (FP)	2542200	50 013 162 (OC)
72004	50 013 185 (FP)	2330022040	50 013 831 (FP)	2542300	50 013 024 (OC)
8016	50 013 020 (FC)	23300-74040	50 013 831 (FP)	2542700	50 013 045 (OH)
8018	50 013 028 (FC)	23300-74050	50 013 831 (FP)	2544900	50 013 187 (OC)
THERMO-KING		23300-79175	50 013 831 (FP)	2547400	50 013 016 (OC)
A98066	50 013 030 (FC)	23300-79185	50 013 831 (FP)	2549900	50 013 015 (OC)
111690	50 013 021 (FC)	23300-79335	50 013 831 (FP)	2549901	50 013 345 (OC)
111691	50 013 020 (FC)	UFI		2552800	50 013 136 (OC)
112065	50 013 029 (FC)	2001202	50 013 010 (OC)	2553600	50 013 387 (OC)
112209	50 013 021 (FC)	2001600	50 013 048 (OC)	2553800	50 013 042 (OC)
112243	50 013 029 (FC)	2002000	50 013 046 (OC)	2554500	50 013 023 (OC)
113712	50 013 000 (OS)	2105000	50 013 028 (FC)	2554600	50 013 043 (OC)
TJ FILTERS		2105100	50 013 020 (FC)	2554900	50 013 094 (OC)
B158	50 013 220 (AR)	2310200	50 013 052 (OS)	2555100	50 013 022 (OC)
B178	50 013 180 (AR)	2310601	50 013 000 (OS)	2600100	50 013 627 (EF)
B373	50 013 183 (AP)	2310700	50 013 134 (OS)	2600400	50 013 610 (FX)
B402	50 013 060 (AP)	2310801	50 013 464 (OS)	2660400	50 013 021 (FC)
FB5344	50 013 005 (FS)	2311002	50 013 053 (OS)	2660900	50 013 029 (FC)
FD2269	50 013 185 (FP)	2311200	50 013 354 (OS)	2667600	50 013 262 (FC)
FD2270	50 013 189 (FP)	2311401	50 013 150 (OS)	2700700	50 013 037 (AR)
FF5330	50 013 002 (FS)	2312000	50 013 017 (OS)	2705400	50 013 346 (AR)
FF5332	50 013 075 (FS)	2312400	50 013 358 (OS)	2705500	50 013 229 (AR)
FF5332	50 013 001 (FS)	2312702	50 013 003 (OS)	2706700	50 013 381 (AR)
FK9314	50 013 031 (FC)	2314400	50 013 055 (OS)	2712900	50 013 665 (AR)
FK9324	50 013 029 (FC)	2315200	50 013 474 (OS)	2713000	50 013 247 (AR)
FK9366	50 013 030 (FC)	2315200	50 013 061 (OS)	2715400	50 013 458 (AR)
FP3316	50 013 138 (OC)	2315601	50 013 155 (OS)	2718500	50 013 065 (AR)
FP9614	50 013 016 (OC)	2319500	50013504/10 (OS)	2721300	50 013 466 (AR)
FP9617	50 013 010 (OC)	2319500	50 013 504 (OS)	2721500	50 013 453 (AR)
FP9618	50 013 015 (OC)	2324100	50 013 154 (OS)	2723100	50 013 165 (AR)
TOYOTA		2324600	50 013 859 (OS)	2727900	50 013 601 (AR)
15600 40010	50 013 052 (OS)	2324900	50 013 139 (OS)	2738300	50 013 616 (AR)
15600 41010	50 013 052 (OS)	2329000	50 013 215 (OS)	2739500	50 013 689 (AR)
15600 41020	50 013 052 (OS)	2329200	50 013 465 (OS)	2770100	50 013 352 (AR)
15600 44010	50 013 052 (OS)	2330300	50 013 359 (OS)	2780200	50 013 035 (AR)
15600 49015	50 013 052 (OS)	2330500	50 013 398 (OS)	2780400	50 013 122 (AR)
15600 50010	50 013 052 (OS)	2342500	50 013 506 (OS)	2780500	50 013 036 (AR)
15601 30010	50 013 052 (OS)	2345000	50 013 675 (OS)	2780600	50 013 064 (AR)
15601 41010	50 013 052 (OS)	2430700	50 013 002 (FS)	2783700	50 013 128 (AR)
15601 44010	50 013 052 (OS)	2430800	50 013 019 (FS)	2785700	50 013 026 (AR)
15601 44010-83	50 013 052 (OS)	2430900	50 013 351 (FS)	2787700	50 013 472 (AR)
15601 44011	50 013 052 (OS)	2431400	50 013 417 (FS)	2787800	50 013 219 (AR)
15601 78101-71	50 013 052 (OS)	2431901	50 013 005 (FS)	2788100	50 013 034 (AR)
15601 96101	50 013 052 (OS)	2432100	50 013 158 (FS)	2788900	50 013 457 (AR)
17702 30750-71	50 013 219 (AR)	2432300	50 013 079 (FS)	2789300	50 013 186 (AR)
17704 30710	50 013 219 (AR)	2433700	50 013 683 (FS)	2792000	50 013 220 (AR)
17704 30710-71	50 013 219 (AR)	2435100	50 013 075 (FS)	2793200	50 013 342 (AR)
17740 20540	50 013 220 (AR)	2435101	50 013 001 (FS)	2797300	50 013 344 (AR)
17772 22000	50 013 220 (AR)	2436000	50 013 030 (FC)	2797900	50 013 221 (AR)
17792 22000	50 013 220 (AR)	2436100	50 013 031 (FC)	2797900	50 013 221 (AR)
17802 23000-71	50 013 220 (AR)	2436800	50 013 804 (FS)	2798700	50 013 485 (AR)
23300-11150	50 013 831 (FP)	2437800	50 013 297 (FS)	2798800	50 013 025 (AR)
23300-11160	50 013 831 (FP)	2441600	50 013 647 (FP)	2798900	50 013 461 (AR)
23300-11190	50 013 831 (FP)	2442900	50 013 265 (FP)	2799000	50 013 027 (AR)
23300-16330	50 013 831 (FP)	2444500	50 014 139 (FP)	3003200	50 013 436 (AP)
23300-19205	50 013 831 (FP)	2500500	50 013 575 (OX)	3004000	50 013 539 (AP)
23300-19245	50 013 831 (FP)	2500600	50 013 484 (OX)	3005900	50 013 440 (AP)
23300-19265	50 013 831 (FP)	2500700	50 013 629 (OX)	3080700	50 013 180 (AR)
23300-19375	50 013 831 (FP)	2500800	50 013 564 (OX)	3083600	50 013 060 (AP)
23300-19385	50 013 831 (FP)	2506200	50 014 076 (OC)	3089300	50 013 168 (AP)
		2506300	50 014 040 (OX)	3091100	50 013 169 (AP)
		2540201	50 013 138 (OC)	3092900	50 013 183 (AP)
				3096100	50 013 393 (AP)



FILTER CROSS REFERENCE

Reference		Reference		Reference	
UFI		VOLKSWAGEN		VOLVO	
3101300	50 013 185 (FP)	061 127 175	50 013 030 (FC)	434061	50 013 001 (FS)
3153500	50 013 828 (FP)	061 198 552	50 013 030 (FC)	466176	50 013 048 (OC)
3166900	50 013 831 (FP)	068 127 177	50 013 075 (FS)	466634	50 013 055 (OS)
UNIPART		068 127 177 B	50 013 075 (FS)	4666343	50 013 055 (OS)
GFE104	50 013 140 (OC)	069 115 561	50 013 515 (OS)	466987	50 013 079 (FS)
GFE120	50 013 140 (OC)	069 115 561 A	50 013 515 (OS)	4669873	50 013 079 (FS)
GFE121	50 013 003 (OS)	075 129 620 A	50 013 122 (AR)	4669875	50 013 079 (FS)
GFE135	50 013 003 (OS)	2D0 129 620	50 013 243 (AP)	469954	50 013 061 (OS)
GFE151	50 013 052 (OS)	VOLVO		4699542	50 013 061 (OS)
GFE168	50 013 052 (OS)	11033128	50 013 037 (AR)	471392	50 013 261 (OS)
GFE175	50 013 052 (OS)	11033785	50 013 247 (AR)	4713921	50 013 261 (OS)
GFE187	50 013 052 (OS)	11110150	50 013 665 (AR)	475081	50 013 186 (AR)
GFE2022	50 013 180 (AR)	11110152	50 013 247 (AR)	4758610	50 013 122 (AR)
GFE2026	50 013 060 (AP)	11110152-3	50 013 247 (AR)	477556	50 013 261 (OS)
GFE204	50 013 150 (OS)	11110683	50 013 982 (FS)	4775565	50 013 261 (OS)
GFE2188	50 013 169 (AP)	11988962	50 014 026 (FX)	4780961	50 013 035 (AR)
GFE224	50 013 150 (OS)	11991879	50 013 219 (AR)	4785610	50 013 122 (AR)
GFE239	50 013 150 (OS)	11993545	50 013 000 (OS)	4785611	50 013 229 (AR)
GFE248	50 013 154 (OS)	119935450	50 013 000 (OS)	4785612	50 013 122 (AR)
GFE262	50 013 504 (OS)	119962280	50 013 261 (OS)	4785746	50 013 665 (AR)
GFE262	50013504/10 (OS)	1257201	50 013 075 (FS)	4785748	50 013 064 (AR)
GFE263	50 013 504 (OS)	12572012	50 013 075 (FS)	47857487	50 013 064 (AR)
GFE263	50013504/10 (OS)	210161	50 013 031 (FC)	4785749	50 013 221 (AR)
GFE281	50 013 016 (OC)	217362224	50 013 035 (AR)	4785749-5	50 013 221 (AR)
GFE288	50 013 136 (OC)	224788	50 013 150 (OS)	4785784	50 013 064 (AR)
GFE5006	50 013 031 (FC)	233628	50 013 030 (FC)	4785974	50 013 061 (OS)
GFE5008	50 013 002 (FS)	23366284	50 013 030 (FC)	47859749	50 013 061 (OS)
VALEO		233897	50 013 021 (FC)	4787362	50 013 055 (OS)
716036	50 014 242 (AC)	2338978	50 013 021 (FC)	4804651	50 013 052 (OS)
716037	50 014 243 (ACC)	233898	50 013 029 (FC)	500858	50 013 472 (AR)
VALMET		2338986	50 013 029 (FC)	6211489	50 013 000 (OS)
YT0152	50 013 154 (OS)	233988	50 013 029 (FC)	62114897	50 013 000 (OS)
80005334	50 013 138 (OC)	236628	50 013 030 (FC)	6211585	50 013 030 (FC)
835331343	50 013 002 (FS)	2366284	50 013 030 (FC)	660289	50 013 064 (AR)
836007789	50 013 029 (FC)	23666284	50 013 030 (FC)	6605860	50 013 029 (FC)
836007790	50 013 028 (FC)	241672	50 013 079 (FS)	6607485	50 013 140 (OC)
836015106	50 013 030 (FC)	2416725	50 013 079 (FS)	6607576	50 013 021 (FC)
836115237	50 013 457 (AR)	243004	50 013 079 (FS)	6612069	50 013 138 (OC)
836120822	50 013 053 (OS)	2430049	50 013 079 (FS)	661258	50 013 155 (OS)
836316408	50 013 035 (AR)	243464	50 013 001 (FS)	6612598	50 013 155 (OS)
836318608	50 013 035 (AR)	2434645	50 013 001 (FS)	66125980	50 013 155 (OS)
VAUXHALL		25527	50 013 020 (FC)	6613665	50 013 030 (FC)
→ OPEL		3090268	50 014 052 (AD)	66136656	50 013 030 (FC)
VIC		3090268	50 013 305 (AD)	6621505	50 013 219 (AR)
C-101	50 013 052 (OS)	3090268	50 013 305 (AD)	6640289	50 013 064 (AR)
VM		3090288	50 013 305 (AD)	6642047	50 013 346 (AR)
41150064B	50 013 139 (OS)	3090288	50 014 052 (AD)	6644839	50 013 122 (AR)
45310001A	50 013 028 (FC)	3130906	50 013 052 (OS)	6644840	50 013 229 (AR)
4531001	50 013 028 (FC)	3210209	50 013 031 (FC)	6644958	50 013 346 (AR)
45310054	50 013 030 (FC)	32102097	50 013 031 (FC)	6644988	50 013 665 (AR)
45310071	50 013 075 (FS)	323139	50 013 045 (OH)	6644990	50 013 036 (AR)
4531702	50 013 019 (FS)	3231396	50 013 045 (OH)	66449901	50 013 036 (AR)
VOLKSWAGEN		3345280	50 013 030 (FC)	6645833	50 013 346 (AR)
009 182 552	50 013 030 (FC)	33452806	50 013 030 (FC)	66488453	50 013 030 (FC)
030 115 561 C	50 013 506 (OS)	3350049	50 013 219 (AR)	7009363	50 013 342 (AR)
036 129 620	50 013 180 (AR)	349619	50 013 044 (OH)	7025282	50 013 028 (FC)
052 129 620	50 013 180 (AR)	3496191	50 013 044 (OH)	7233574	50 013 029 (FC)
055 129 620 A	50 013 060 (AP)	3496197	50 013 044 (OH)	7233897	50 013 021 (FC)
060 129 620	50 013 034 (AR)	40151102	50 013 045 (OH)	7236628	50 013 030 (FC)
		40412306	50 013 261 (OS)	7243004	50 013 079 (FS)
		405434	50 013 046 (OC)	72430044	50 013 079 (FS)
		423135	50 013 061 (OS)	72430049	50 013 079 (FS)
		4231353	50 013 061 (OS)	731094	50 013 154 (OS)
		430143	50 013 052 (OS)	73194	50 013 154 (OS)
		4301438	50 013 052 (OS)		



FILTER CROSS REFERENCE






FILTER CROSS REFERENCE

Reference		Reference		Reference	
VOLVO		WIX		WOODGATE	
7362224	50 013 035 (AR)	33472	50 013 001 (FS)	WGF732	50 013 079 (FS)
7362243	50 013 035 (AR)	33472	50 013 075 (FS)	WGF796	50 013 031 (FC)
7405434	50 013 046 (OC)	42126	50 013 219 (AR)	WGF842	50 013 001 (FS)
74406	50 013 021 (FC)	42208	50 013 186 (AR)	WGF842/2	50 013 075 (FS)
76648	50 013 020 (FC)	42222	50 013 220 (AR)	WGF900	50 013 020 (FC)
76649	50 013 021 (FC)	42608	50 013 064 (AR)	WGF900X	50 013 020 (FC)
78288	50 013 021 (FC)	46322	50 013 025 (AR)	WGF962/4	50 013 351 (FS)
7897321	50 013 150 (OS)	46328	50 013 026 (AR)	WGH6162	50 013 044 (OH)
79055273	50 013 030 (FC)	46415	50 013 034 (AR)	WGL12110	50 013 024 (OC)
79359626	50 013 036 (AR)	46510	50 013 344 (AR)	WGL12110/2	50 013 024 (OC)
79384772	50 013 186 (AR)	46515	50 013 122 (AR)	WGL1275	50 013 022 (OC)
795097	50 013 052 (OS)	46541	50 013 036 (AR)	WGL3313	50 013 052 (OS)
7950975	50 013 154 (OS)	46554	50 013 035 (AR)	WGL3346	50 013 017 (OS)
807200755	50 013 045 (OH)	46741	50 013 037 (AR)	WGL3347	50 013 134 (OS)
829913	50 013 127 (FS)	51021	50 013 048 (OC)	WGL3357	50 013 048 (OC)
8299133	50 013 127 (FS)	51100	50 013 046 (OC)	WGL3358	50 013 046 (OC)
838593	50 013 001 (FS)	51302	50 013 140 (OC)	WGL3391	50 013 048 (OC)
8385932	50 013 001 (FS)	51335	50 013 150 (OS)	WGL3397	50 013 015 (OC)
83912	50 013 046 (OC)	51385	50 013 015 (OC)	WGL3654	50 013 261 (OS)
858201	50 013 030 (FC)	51452	50 013 154 (OS)	WGL4017	50 013 061 (OS)
861476	50 013 859 (OS)	51515	50 013 052 (OS)	WGL4072	50 013 187 (OC)
861476-0	50 013 859 (OS)	51773	50 013 155 (OS)	WGL4105	50 013 162 (OC)
897321	50 013 150 (OS)	51791	50 013 055 (OS)	WGL566	50 013 140 (OC)
9125224	50 013 515 (OS)	51800	50 013 157 (OS)	WGL574	50 013 010 (OC)
9180596	50 013 515 (OS)	51820	50 013 000 (OS)	WGL618	50 013 140 (OC)
9207230002	50 013 035 (AR)	51825	50 013 017 (OS)	WGL654	50 013 053 (OS)
9209690005	50 013 219 (AR)			WGL667	50 013 055 (OS)
9216910001	50 013 055 (OS)			WGL682	50 013 464 (OS)
922054	50 013 030 (FC)			WGL689	50 013 003 (OS)
		WOODGATE		WGL697	50 013 134 (OS)
		WGA1045	50 013 453 (AR)	WGL777	50 013 261 (OS)
		WGA106	50 013 034 (AR)	WGL920/7	50 013 215 (OS)
		WGA111	50 013 036 (AR)	WGL940	50 013 003 (OS)
		WGA113	50 013 035 (AR)	WGL940	50 013 052 (OS)
		WGA114	50 013 122 (AR)	WGL947X	50 013 043 (OC)
		WGA119	50 013 472 (AR)	WGL947Z	50 013 094 (OC)
		WGA133	50 013 457 (AR)	WGL950	50 013 474 (OS)
		WGA183	50 013 026 (AR)	WGL962	50 013 000 (OS)
		WGA206	50 013 485 (AR)		
		WGA325	50 013 037 (AR)	YALE & TOWNE	
		WGA328	50 013 027 (AR)	0664577	50 013 220 (AR)
		WGA355	50 013 128 (AR)	0664579	50 013 220 (AR)
		WGA454	50 013 381 (AR)	2950185	50 013 219 (AR)
		WGA479	50 013 065 (AR)	2990297	50 013 219 (AR)
		WGA855	50 013 060 (AP)	2992216	50 013 186 (AR)
		WGA90	50 013 025 (AR)	404295	50 013 219 (AR)
		WGA91	50 013 461 (AR)	440014412	50 013 046 (OC)
		WGA925	50 013 169 (AP)	440024726	50 013 220 (AR)
		WGA96	50 013 064 (AR)	440031106	50 013 030 (FC)
		WGA96S	50 013 221 (AR)	440043410	50 013 030 (FC)
		WGA979	50 013 165 (AR)	440044551	50 013 140 (OC)
		WGF009	50 013 021 (FC)	440044576	50 013 140 (OC)
		WGF058	50 013 029 (FC)	440045551	50 013 140 (OC)
		WGF138	50 013 030 (FC)	440054593	50 013 034 (AR)
		WGF215	50 013 001 (FS)	440056440	50 013 342 (AR)
		WGF225	50 013 021 (FC)	5040251	50 013 219 (AR)
		WGF231	50 013 002 (FS)	5069734	50 013 219 (AR)
		WGF296	50 013 030 (FC)	506973401	50 013 219 (AR)
		WGF4136	50 013 079 (FS)	5076408	50 013 219 (AR)
		WGF5018	50 013 002 (FS)	512556805	50 013 220 (AR)
		WGF5033	50 013 002 (FS)	513498801	50 013 052 (OS)
		WGF5039	50 013 019 (FS)	513498802	50 013 052 (OS)
		WGF5041	50 013 079 (FS)	515133851	50 013 030 (FC)
		WGF5049	50 013 030 (FC)	515141300	50 013 052 (OS)
		WGF5052	50 013 002 (FS)	51541300	50 013 052 (OS)
		WGF700	50 013 028 (FC)		
		WGF700X	50 013 028 (FC)		
WAUKESHA					
0176348	50 013 220 (AR)				
0177006	50 013 220 (AR)				
0492952	50 013 220 (AR)				
111346	50 013 155 (OS)				
159012A	50 013 220 (AR)				
162709	50 013 052 (OS)				
164830	50 013 052 (OS)				
168444	50 013 052 (OS)				
176348	50 013 220 (AR)				
177006	50 013 220 (AR)				
304126	50 013 157 (OS)				
304330	50 013 186 (AR)				
305426	50 013 186 (AR)				
306013	50 013 219 (AR)				
4077001	50 013 052 (OS)				
492952	50 013 220 (AR)				
499193	50 013 030 (FC)				
		WESTINGHOUSE			
KC5042	50 013 052 (OS)				
VJ1881	50 013 186 (AR)				
VP4712	50 013 186 (AR)				
VS2275	50 013 220 (AR)				
VS7035	50 013 261 (OS)				
VY5281	50 013 186 (AR)				
VY9209	50 013 186 (AR)				
		WIX			
33006	50 013 185 (FP)				
33149	50 013 005 (FS)				
33166	50 013 030 (FC)				
33167	50 013 029 (FC)				
33196	50 013 031 (FC)				
33361	50 013 127 (FS)				



FILTER CROSS REFERENCE

Reference 	Reference 	Reference 
YALE & TOWNE		ZETTELMEYER
5158648	50 013 220 (AR)	40684806
516042852	50 013 030 (FC)	40814904
664579	50 013 220 (AR)	504848
695018500	50 013 219 (AR)	50484800
6953107	50 013 186 (AR)	
6960390	50 013 261 (OS)	
8404295	50 013 219 (AR)	
900506401	50 013 052 (OS)	
YANMAR		ZF
12192212510	50 013 342 (AR)	7632141102
12461012620	50 013 219 (AR)	7633141101
12665412630	50 013 186 (AR)	7633141107
17106412540	50 013 220 (AR)	7672041127
19446448310	50 013 052 (OS)	7672071127
42430550060	50 014 150 (FS)	
52195012510	50 013 220 (AR)	
52461012620	50 013 219 (AR)	
YUGO		
→ ZASTAVA		
ZETOR		
0010 7243 03	50 013 045 (OH)	
77 010 793	50 013 354 (OS)	
9300 9904	50 013 028 (FC)	
9300 9905	50 013 029 (FC)	
9340 7505	50 013 053 (OS)	
ZETTELMEYER		
K7243	50 013 045 (OH)	
MU5074	50 013 000 (OS)	
MU5345	50 013 000 (OS)	
MU5380	50 013 002 (FS)	
MU57120	50 013 053 (OS)	
Z62546	50 013 020 (FC)	
0020782411	50 013 457 (AR)	
00212290	50 013 472 (AR)	
002138240	50 013 029 (FC)	
0021382409	50 013 029 (FC)	
002174340	50 013 417 (FS)	
0021743401	50 013 417 (FS)	
0022624805	50 013 229 (AR)	
004053800	50 013 002 (FS)	
0040538001	50 013 002 (FS)	
00405712	50 013 053 (OS)	
004057120	50 013 000 (OS)	
1072430	50 013 045 (OH)	
207824	50 013 122 (AR)	
21116105	50 013 187 (OC)	
212290	50 013 472 (AR)	
2122900	50 013 472 (AR)	
2131510	50 013 028 (FC)	
21315108	50 013 028 (FC)	
21382409	50 013 029 (FC)	
21862400	50 013 048 (OC)	
2240880	50 013 036 (AR)	
22408800	50 013 036 (AR)	
22665803	50 013 154 (OS)	
4050740	50 013 000 (OS)	
4056350	50 013 127 (FS)	
40563502	50 013 127 (FS)	
405712	50 013 053 (OS)	
40571203	50 013 053 (OS)	
406113	50 013 474 (OS)	
4068480	50 013 157 (OS)	

Quality Information Report

für KOLBENSCHMIDT Produkte



Kunden Referenz-Nr:	<input type="text"/>	MSI Referenz-Nr:	<input type="text"/>
Ihre Adresse (MSI Kunde):	<input type="text"/>		
Adresse Ihres Kunden (Werkstatt, Motoreninstandsetzer):	<input type="text"/>		
Reklamiertes Teil:	<input type="checkbox"/> Zylinderbuchse	<input type="checkbox"/> Zylinderkopf	<input type="checkbox"/> Wasserpumpe
<input type="checkbox"/> Kolben	<input type="checkbox"/> Kit Set	<input type="checkbox"/> Ventil	<input type="checkbox"/> Filter
<input type="checkbox"/> Kolbenringe	<input type="checkbox"/> Gleitlager	<input type="checkbox"/> Ventilführung/-sitz	<input type="checkbox"/> sonstiges <input type="text"/>
Artikelnummer*:	<input type="text"/>		
Motoren-Hersteller*:	<input type="text"/>	Motorentyp*:	<input type="text"/>
<input type="checkbox"/> PKW	<input type="checkbox"/> Bus	<input type="checkbox"/> Stationärer Motor	
<input type="checkbox"/> Transporter	<input type="checkbox"/> Landwirtschaftliches Fahrzeug	<input type="checkbox"/> Kompressor	
<input type="checkbox"/> NKW	<input type="checkbox"/> Stapler	<input type="checkbox"/> Marine-Motor	
Einbaudatum / Km-Stand oder Betriebsstunden*	<input type="text"/>	Ausbaudatum / Km-Stand oder Betriebsstunden*	<input type="text"/>
Anlass für Reparatur / Motorenüberholung*:	<input type="text"/>		
Wurden folgende Teile bei der letzten Überholung geprüft (G), ausgetauscht (A), eingestellt (E) oder überholt (Ü)?			
<input type="checkbox"/> Steuer-Riemen	<input type="checkbox"/> Zylinderkopf	<input type="checkbox"/> Kurbelwelle	
<input type="checkbox"/> Zündkerzen	<input type="checkbox"/> Öl- / Luft- / Kraftstoff-Filter	<input type="checkbox"/> Ventilführungen / -Sitze	
<input type="checkbox"/> Vergaser	<input type="checkbox"/> Kühler	<input type="checkbox"/> Turbolader	
<input type="checkbox"/> Einspritzpumpe	<input type="checkbox"/> Öl- / Wasserpumpe	<input type="checkbox"/> Haupt- / Pleuel-Lager	
<input type="checkbox"/> Einspritzdüsen	<input type="checkbox"/> Kühllö-Düsen	<input type="checkbox"/> Pleuel-Buchse	
Darstellung / Ursache des Schadens*:	<input type="text"/>		
Bitte beachten:			
<ul style="list-style-type: none"> • Um den Schaden objektiv beurteilen zu können, sollten Sie uns möglichst umfassend informieren. Senden Sie uns bitte die kompletten Baugruppen wie z.B. Kolbenringe mit Kolben, Kolben mit Zylinderlaufbuchsen oder den kompletten Pleuel- und/oder Hauptlagersatz mit einem vollständig ausgefüllten QIR (Quality Information Report) ein. (Adresse siehe unten) • Die mit * gekennzeichneten Felder sind Pflichtfelder. Um eine schnelle Bearbeitung des Schadenfalles zu ermöglichen, sind diese Felder unbedingt auszufüllen! • Eine Bearbeitung auf dem Garantieweg ist nur dann möglich, wenn Sie uns den Kaufbeleg (ggf. mit Nebenkosten) mit ein-senden. Nachträglich eingereichte Belege über Nebenkosten können nicht ohne Weiteres berücksichtigt werden. • Für jeden Schadensfall ist ein gesonderter, vollständig ausgefüllter QIR (Quality Information Report) einzusenden. 			
Sollen wir Ihnen die eingesendeten Teile im Falle einer Ablehnung zu Ihren Lasten zurücksenden? *		ja <input type="checkbox"/>	nein <input type="checkbox"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	
Stadt/Land	Datum	Unterschrift	

Bitte senden Sie diesen Fragebogen mit den Teilen an:

MS Motor Service International GmbH, S-ZPT, Wilhelm-Maybach-Straße 14, 74196 Neuenstadt, DEUTSCHLAND



Quality Information Report

für KOLBENSCHMIDT Produkte



Kunden Referenz-Nr: MSI Referenz-Nr:

Ihre Adresse (MSI Kunde): Adresse Ihres Kunden (Werkstatt, Motoreninstandsetzer):

Reklamiertes Teil:

<input type="checkbox"/> Zylinderbuchse	<input type="checkbox"/> Zylinderkopf	<input type="checkbox"/> Wasserpumpe	<input type="checkbox"/> Ölpumpe
<input type="checkbox"/> Kolben	<input type="checkbox"/> Kit Set	<input type="checkbox"/> Ventil	<input type="checkbox"/> Filter
<input type="checkbox"/> Kolbenringe	<input type="checkbox"/> Gleitlager	<input type="checkbox"/> Ventilführung/-sitz	<input type="checkbox"/> sonstiges <input type="text"/>

Artikelnummer*:

Motoren-Hersteller*: Motorentyp*: Baujahr*:

<input type="checkbox"/> PKW	<input type="checkbox"/> Bus	<input type="checkbox"/> Stationärer Motor
<input type="checkbox"/> Transporter	<input type="checkbox"/> Landwirtschaftliches Fahrzeug	<input type="checkbox"/> Kompressor
<input type="checkbox"/> NKW	<input type="checkbox"/> Stapler	<input type="checkbox"/> Marine-Motor

Einbaudatum / Km-Stand oder Betriebsstunden* Ausbaudatum / Km-Stand oder Betriebsstunden*

Anlass für Reparatur / Motorenüberholung*:

Wurden folgende Teile bei der letzten Überholung geprüft (G), ausgetauscht (A), eingestellt (E) oder überholt (Ü)?

<input type="checkbox"/> Steuer-Riemen	<input type="checkbox"/> Zylinderkopf	<input type="checkbox"/> Kurbelwelle
<input type="checkbox"/> Zündkerzen	<input type="checkbox"/> Öl- / Luft- / Kraftstoff-Filter	<input type="checkbox"/> Ventilführungen / -Sitze
<input type="checkbox"/> Vergaser	<input type="checkbox"/> Kühler	<input type="checkbox"/> Turbolader
<input type="checkbox"/> Einspritzpumpe	<input type="checkbox"/> Öl- / Wasserpumpe	<input type="checkbox"/> Haupt- / Pleuel-Lager
<input type="checkbox"/> Einspritzdüsen	<input type="checkbox"/> Kühllöl-Düsen	<input type="checkbox"/> Pleuel-Buchse

Darstellung / Ursache des Schadens*:

Bitte beachten:

- Um den Schaden objektiv beurteilen zu können, sollten Sie uns möglichst umfassend informieren. Senden Sie uns bitte die kompletten Baugruppen wie z.B. Kolbenringe mit Kolben, Kolben mit Zylinderlaufbuchsen oder den kompletten Pleuel- und/oder Hauptlagersatz mit einem vollständig ausgefüllten QIR (Quality Information Report) ein. (Adresse siehe unten)
- Die mit * gekennzeichneten Felder sind Pflichtfelder. Um eine schnelle Bearbeitung des Schadenfalles zu ermöglichen, sind diese Felder unbedingt auszufüllen!
- Eine Bearbeitung auf dem Garantieweg ist nur dann möglich, wenn Sie uns den Kaufbeleg (ggf. mit Nebenkosten) mit ein-senden. Nachträglich eingereichte Belege über Nebenkosten können nicht ohne Weiteres berücksichtigt werden.
- Für jeden Schadensfall ist ein gesonderter, vollständig ausgefüllter QIR (Quality Information Report) einzusenden.

Sollen wir Ihnen die eingesendeten Teile im Falle einer Ablehnung zu Ihren Lasten zurücksenden? * ja nein

Stadt/Land Datum Unterschrift



Quality Information Report

for KOLBENSCHMIDT Products

Customer ref. no: <input style="width:200px;" type="text"/>		MSI ref. no: <input style="width:200px;" type="text"/>	
Your address (MSI customer): <input style="width:400px; height:50px;" type="text"/>		Your customer's name (engine reconditioner, workshop): <input style="width:400px; height:50px;" type="text"/>	
claimed part:	<input type="checkbox"/> liner	<input type="checkbox"/> cylinder head	<input type="checkbox"/> water pump
<input type="checkbox"/> piston	<input type="checkbox"/> kit set	<input type="checkbox"/> valve	<input type="checkbox"/> filter
<input type="checkbox"/> rings	<input type="checkbox"/> bearing	<input type="checkbox"/> valve-guide / seat	<input type="checkbox"/> oilpump
<input type="checkbox"/> other	<input style="width:150px;" type="text"/>		
Part no*:	<input style="width:250px;" type="text"/>		
engine-manufacturer*:	<input style="width:150px;" type="text"/>	engine type*:	<input style="width:100px;" type="text"/>
<input type="checkbox"/> passenger vehicle	<input type="checkbox"/> bus	<input type="checkbox"/> stationary engine	<input type="checkbox"/> model year*:
<input type="checkbox"/> commercial vehicle	<input type="checkbox"/> agricultural vehicle	<input type="checkbox"/> compressor	<input style="width:100px;" type="text"/>
<input type="checkbox"/> heavy duty	<input type="checkbox"/> fork lift	<input type="checkbox"/> marine-engine	
installation date / complete mileage or running time*:	<input style="width:150px;" type="text"/>	removal date / complete mileage or running time*:	<input style="width:150px;" type="text"/>
reason for repair / overhauling*:	<input style="width:600px; height:30px;" type="text"/>		
Have the below listed parts been overhauled (O), checked (C), replaced (R) or adjusted (A) during last overhaul?			
<input type="checkbox"/> timing belt	<input type="checkbox"/> cylinder head	<input type="checkbox"/> crankshaft	
<input type="checkbox"/> spark plug	<input type="checkbox"/> oil / air / fuel filter	<input type="checkbox"/> valve guide / seat	
<input type="checkbox"/> carburettor	<input type="checkbox"/> radiator	<input type="checkbox"/> turbo charger	
<input type="checkbox"/> injection pump	<input type="checkbox"/> oil- / water pump	<input type="checkbox"/> main and conrod bearing	
<input type="checkbox"/> injection nozzle	<input type="checkbox"/> oil-jet nozzle	<input type="checkbox"/> small end bushing	
reason for claim / representation of the damage*:	<input style="width:600px; height:60px;" type="text"/>		
Please note:			
<ul style="list-style-type: none"> • In order to find the fundamental cause of your damage, we need to be informed as comprehensively as possible. Please send us the entire unit i.e. piston and piston rings, piston and liner or the whole conrod or main bearing kit, including a completely filled in QIR (quality information report). (Address see below) • The fields marked with an * must be filled in. In order to be able to process your application faster, filling in of these fields is mandatory! • Processing will only be possible if you provide the receipt (if required with additional costs) together with this form. Receipts relating to additional costs received later cannot be taken into account offhand. • A completely filled in QIR (quality information report) must be provided for each component claimed about. 			
In case of rejection, shall the parts be send back to your address?		yes <input type="checkbox"/>	no <input type="checkbox"/>
Charges are on your account.*			
<input style="width:350px;" type="text"/>	<input style="width:100px;" type="text"/>	<input style="width:450px;" type="text"/>	
city/country	date	signature	



Quality Information Report

for KOLBENSCHMIDT Products



Customer ref. no: MSI ref. no:

Your address (MSI customer): Your customer's name (engine reconditioner, workshop):

claimed part: liner cylinder head water pump oilpump
 piston kit set valve filter camshaft
 rings bearing valve-guide / seat other _____

Part no*:

engine-manufacturer*: engine type*: model year*:

passenger vehicle bus stationary engine
 commercial vehicle agricultural vehicle compressor
 heavy duty fork lift marine-engine

installation date / complete mileage or running time*: removal date / complete mileage or running time*:

reason for repair / overhauling*:

Have the below listed parts been overhauled (O), checked (C), replaced (R) or adjusted (A) during last overhaul?

timing belt cylinder head crankshaft
 spark plug oil / air / fuel filter valve guide / seat
 carburettor radiator turbo charger
 injection pump oil- / water pump main and conrod bearing
 injection nozzle oil-jet nozzle small end bushing

reason for claim / representation of the damage*:

Please note:

- In order to find the fundamental cause of your damage, we need to be informed as comprehensively as possible. Please send us the entire unit i.e. piston and piston rings, piston and liner or the whole conrod or main bearing kit, including a completely filled in QIR (quality information report). (Address see below)
- The fields marked with an * must be filled in. In order to be able to process your application faster, filling in of these fields is mandatory!
- Processing will only be possible if you provide the receipt (if required with additional costs) together with this form. Receipts relating to additional costs received later cannot be taken into account offhand.
- A completely filled in QIR (quality information report) must be provided for each component claimed about.

In case of rejection, shall the parts be send back to your address? yes no
 Charges are on your account.*

city/country date signature



Verkaufs- und Lieferbedingungen

1. Auftragserteilung, abweichende Bedingungen

- 1.1 Lieferungen und Leistungen erbringen wir ausschließlich zu den nachfolgenden Bedingungen und etwigen, dem Besteller bekanntgegebenen Sonderbedingungen.
- 1.2 Allgemeine Geschäftsbedingungen des Bestellers gelten nur bei ausdrücklicher schriftlicher Bestätigung. Weder unterlassener Widerspruch noch Ausführung von Lieferung oder Leistung stellen eine Anerkennung fremder Geschäftsbedingungen dar.

2. Angebot, Angebotsunterlagen

- 2.1 Unser Angebot ist freibleibend, sofern sich aus der Auftragsbestätigung nichts anderes ergibt.
- 2.2 An Abbildungen, Zeichnungen und anderen Unterlagen, die dem Besteller überlassen werden, behalten wir uns Eigentums- und Urheberrechte vor; sie dürfen nicht für andere als die von uns angegebenen Zwecke verwendet oder Dritten zugänglich gemacht werden. Dies gilt insbesondere für schriftliche Unterlagen, die als "vertraulich" bezeichnet sind; vor ihrer Weitergabe an Dritte bedarf der Besteller unserer ausdrücklichen schriftlichen Zustimmung.
- 2.3 Alle Angaben in Katalogen, Abbildungen, Zeichnungen und sonstigen Unterlagen sind unverbindlich.
- 2.4 Für Inhalt und Umfang des Liefervertrages ist unsere schriftliche Auftragsbestätigung maßgebend. Die Übermittlung per Datenfernübertragung genügt der Schriftform.

3. Preise

- 3.1 Unsere Preise gelten ab Werk/Lager ausschließlich Verpackung und zuzüglich der zum Zeitpunkt der Rechnungsstellung jeweils gültigen gesetzlichen Mehrwertsteuer.
- 3.2 Wir behalten uns das Recht vor, unsere Preise entsprechend zu ändern, wenn nach Abschluß des Vertrages Kostensenkungen oder Kostenerhöhungen, insbesondere aufgrund von Tarifabschlüssen oder Materialpreisänderungen eintreten. Diese werden wir dem Besteller auf Verlangen nachweisen.

4. Lieferung

- 4.1 Die Einhaltung von vereinbarten Fristen für Lieferungen setzt den rechtzeitigen Eingang sämtlicher vom Besteller zu liefernden Unterlagen, erforderlichen Genehmigungen und Freigaben, insbesondere von Plänen, sowie die Einhaltung der vereinbarten Zahlungsbedingungen und sonstigen Verpflichtungen durch den Besteller voraus. Werden diese Voraussetzungen nicht rechtzeitig erfüllt, so verlängern sich die Fristen angemessen; dies gilt nicht, wenn wir die Verzögerung zu vertreten haben.
- 4.2 Höhere Gewalt, Arbeitskämpfe, Unruhen, behördliche Maßnahmen, Ausbleiben von Zulieferungen unserer Zulieferanten und sonstige unvorhersehbare, unabwendbare und schwerwiegende Ereignisse befreien die Vertragspartner für die Dauer der Störung und im Umfang ihrer Wirkung von den Leistungspflichten. Dies gilt auch, wenn diese Ereignisse zu einem Zeitpunkt eintreten, in dem sich der betroffene Vertragspartner in Verzug befindet. Die Vertragspartner sind verpflichtet, im Rahmen des Zumutbaren unverzüglich die erforderlichen Informationen zu geben und ihre Verpflichtungen den veränderten Verhältnissen nach Treu und Glauben anzupassen.
- 4.3 Schadensersatzansprüche des Bestellers gegen uns wegen Verzögerung der Leistung sind in allen Fällen verzögerter Lieferung, auch nach Ablauf einer uns etwa gesetzten Frist zur Lieferung, ausgeschlossen. Dies gilt nicht, soweit in Fällen des Vorsatzes oder der groben Fahrlässigkeit oder für die Verletzung von Leben, Körper und Gesundheit zwingend gehaftet wird; eine Änderung der Beweislast zum Nachteil des Bestellers ist hiermit nicht verbunden. Das gesetzliche Rücktrittsrecht des Bestellers bleibt unberührt. Vom Vertrag kann der Besteller im Rahmen der gesetzlichen Bestimmungen nur zurücktreten, soweit die Verzögerung der Lieferung durch uns zu vertreten ist.
- 4.4 Teillieferungen sind zulässig. Verzögert sich eine Teillieferung, so kann der Besteller hieraus keine Rechte wegen der übrigen Teilemenge geltend machen, es sei denn, die Teilerfüllung hat für ihn kein Interesse.
- 4.5 Unsere Lieferungen erfolgen ab Werk/Lager, sofern im Einzelfall nichts anderes vereinbart ist. Mit der Anzeige der Versandbereitschaft, spätestens, wenn die Ware das Werk/Lager verläßt, geht die Gefahr auf den Besteller über. Dies gilt auch, wenn wir den Transport durchführen. Eine Transportversicherung erfolgt nur nach besonderer Vereinbarung und auf Rechnung des Bestellers.
- 4.6 Einwegverpackungen werden nicht zurückgenommen. Der Besteller hat diese auf eigene Kosten zu entsorgen.

5. Selbstbelieferung

- Wir sind zur Aufschubung und/oder Aufhebung unserer hiervon betroffenen Lieferverpflichtung berechtigt, wenn richtige oder rechtzeitige Selbstbelieferung seitens unseres Vorlieferanten ohne unser Verschulden ausbleibt.

6. Sachmängelhaftung

- 6.1 Der Besteller hat nach der Lieferung die Ware unverzüglich zu untersuchen und etwaige Mängel unverzüglich schriftlich zu rügen. Verdeckte Mängel sind unverzüglich nach Entdeckung schriftlich zu rügen.
- 6.2 Bis zur Klärung der Reklamation darf beanstandete Ware nicht weiterverarbeitet werden. Uns ist Gelegenheit zu geben, gerügte Mängel an Ort und Stelle zu überprüfen. Im übrigen ist uns beanstandete Ware auf unseren Wunsch zu übersenden.
- 6.3 Dem Besteller überlassene Muster der Ware sind Orientierungs- oder Ausfallmuster. Ihre Überlassung berechtigt uns nach wie vor zur Lieferung nach handelsüblichen Toleranzen.
- 6.4 Bei Sachmängeln werden wir nach unserer Wahl den Mangel beseitigen oder eine mangelfreie Sache liefern, sofern der Sachmangel im Zeitpunkt des Gefahrübergangs vorlag. Schlägt die Nacherfüllung fehl, kann der Besteller – unbeschadet etwaiger Schadensersatzansprüche gemäß Ziffer 9 – die Vergütung mindern oder vom Vertrag zurücktreten. Ansprüche des Bestellers wegen der zum Zweck der Nacherfüllung erforderlichen Aufwendungen, insbesondere Transport-, Wege-, Arbeits- und Materialkosten, sind ausgeschlossen, soweit die Aufwendungen sich erhöhen, weil der Gegenstand der Lieferung nachträglich an einen anderen Ort als die Niederlassung des Bestellers verbracht worden ist, es sei denn, die Verbringung entspricht seinem bestimmungsgemäßen Gebrauch.
- 6.5 Gesetzliche Rückgriffsansprüche des Bestellers gemäß §§ 478, 479 BGB bestehen nur insoweit, als der Besteller mit seinem Abnehmer keine über die gesetzlichen Mängelansprüche hinausgehenden Vereinbarungen getroffen hat. Rückgriffsansprüche des Bestellers gegen uns bestehen darüber hinaus nur bis zur Höhe des Kaufpreises.
- 6.6 Mängelansprüche entstehen nicht, wenn der Fehler zurückzuführen ist auf Verletzung von Bedienungs-, Wartungs- und Einbauvorschriften, ungeeignete oder unsachgemäße Verwendung, fehlerhafte oder nachlässige Behandlung und natürlichen Verschleiß sowie vom Besteller oder von Dritten vorgenommene Eingriffe in den Liefergegenstand.
- 6.7 Die Verjährung für Mängelansprüche beträgt 24 Monate, gerechnet ab Gefahrübergang.
- 6.8 Auf Verlangen und auf unsere Kosten sind uns die fehlerhaften Teile unverzüglich zur Verfügung zu stellen.

7. Zahlungsbedingungen

- 7.1 Falls nicht anders vereinbart, sind unsere Rechnungen sofort nach Erhalt ohne Abzug zahlbar.
- 7.2 Kommt der Besteller in Zahlungsverzug, so sind wir berechtigt, Verzugszinsen in Höhe von 8% über dem Basiszinssatz zu berechnen.
- 7.3 Aufrechnungsrechte stehen dem Besteller nur zu, wenn seine Gegenansprüche rechtskräftig festgestellt oder von uns anerkannt sind. Außerdem ist er zur Ausübung eines Zurückbehaltungsrechts insoweit befugt, als sein Gegenanspruch auf dem gleichen Vertragsverhältnis beruht.
- 7.4 Sind mehrere Rechnungen oder Forderungen offen, so sind wir trotz einer etwaigen abweichenden Bestimmung des Bestellers berechtigt, die Reihenfolge der Tilgung zu bestimmen.
- 7.5 Werden uns nach Vertragsschluss Umstände bekannt, die bei Anlegung banküblicher Maßstäbe Zweifel an der Zahlungsfähigkeit begründen, oder ist der Besteller mit vereinbarten Zahlungszielen in Verzug, sind wir nach erfolglosem Ablauf einer angemessenen Nachfrist berechtigt, ausstehende Lieferungen nur gegen Vorkasse durchzuführen oder von der Stellung einer Sicherheit abhängig zu machen.

8. Eigentumsvorbehalt

- 8.1 Gelieferte Ware bleibt unser Eigentum bis zur Erfüllung aller gegenwärtigen Ansprüche aus Geschäftsverbindungen zwischen dem Besteller und uns (Vorbehaltsware). Für den Fall der Einleitung eines Insolvenzverfahrens über das Vermögen des Bestellers behalten wir uns den Rücktritt vor. Bei Pflichtverletzungen des Bestellers, insbesondere bei Zahlungsverzug, sind wir zum Rücktritt und zur Rücknahme berechtigt; der Besteller ist zur Herausgabe verpflichtet. Die Rücknahme bzw. Geltendmachung des Eigentumsvorbehalts erfordert keinen Rücktritt unsererseits; in diesen Handlungen oder einer Pfändung der Vorbehaltsware durch uns liegt kein Rücktritt vom Vertrag, es sei denn, wir hätten dies ausdrücklich erklärt.

- 8.2 Der Besteller ist zur getrennten Lagerung und Kennzeichnung der Vorbehaltsware verpflichtet. Der Besteller ist verpflichtet, die Vorbehaltsware pfleglich zu behandeln; insbesondere ist er verpflichtet, diese auf eigene Kosten gegen Feuer-, Wasser- und Diebstahlschäden zum Neuwert zu versichern. Sofern Wartungs- und Inspektionsarbeiten erforderlich sind, muß der Besteller diese auf eigene Kosten rechtzeitig durchführen.

- 8.3 Der Besteller darf die Vorbehaltsware weder verpfänden, noch zur Sicherung übereignen. Bei Pfändungen, Beschlagnahmungen oder sonstigen Verfügungen oder Eingriffen Dritter hat der Besteller uns unverzüglich zu benachrichtigen.

- 8.4 Der Besteller ist berechtigt, die Vorbehaltsware im ordentlichen Geschäftsgang weiter zu verkaufen; er tritt uns jedoch bereits jetzt alle Forderungen in Höhe des Rechnungsendbetrages unserer Forderung ab, die ihm aus der Weiterveräußerung gegen seine Abnehmer oder Dritte erwachsen, und zwar unabhängig davon, ob die Vorbehaltsware ohne oder nach Verarbeitung weiter verkauft worden ist. Zur Einziehung dieser Forderung bleibt der Besteller auch nach der Abtretung ermächtigt. Unsere Befugnis, die Forderung selbst einzuziehen, bleibt hiervon unberührt. Wir verpflichten uns, die Forderung nicht einzuziehen, solange der Besteller seinen Zahlungsverpflichtungen aus den vereinnahmten Erlösen nachkommt, nicht in Zahlungsverzug gerät, kein Antrag auf Eröffnung eines Insolvenzverfahrens gestellt ist oder keine Zahlungseinstellung vorliegt. In allen diesen Fällen können wir verlangen, daß der Besteller uns die abgetretenen Forderungen und deren Schuldner bekannt gibt, alle zum Einzug erforderlichen Angaben macht, die dazu gehörigen Unterlagen aushändigt und den Schuldnern (Dritten) die Abtretung mitteilt.

- 8.5 Eine Verarbeitung oder Umbildung der Vorbehaltsware nimmt der Besteller für uns vor, ohne daß uns daraus Verpflichtungen entstehen. Verbindet, vermischt, vermengt oder verarbeitet der Besteller unsere Vorbehaltsware, so erwerben wir das Miteigentum an der neuen Sache im Verhältnis des Wertes der Vorbehaltsware (Rechnungsendbetrag) zu den anderen verarbeiteten, vermengten, vermischten oder verbundenen Gegenständen zum Zeitpunkt der Verarbeitung, Vermengung, Vermischung oder Verbindung. Für die durch die Verarbeitung oder Verbindung entstehende Sache gilt im übrigen das gleiche wie für die unter Vorbehalt gelieferte Vorbehaltsware. Erfolgt die Vermischung oder Vermengung in der Weise, daß die Sache des Bestellers als Hauptsache anzusehen ist, so gilt als vereinbart, daß der Besteller uns anteilmäßig Miteigentum überträgt. Der Besteller verwahrt das so entstandene Alleineigentum oder Miteigentum für uns.

- 8.6 Übersteigt der Wert der uns gegebenen Sicherheiten unsere Forderungen insgesamt um mehr als 20%, so sind wir auf Verlangen des Bestellers verpflichtet, die überschüssenden Sicherheiten nach unserer Wahl freizugeben.

- 8.7 Sofern und soweit die Registrierung und/oder die Erfüllung anderer Erfordernisse Voraussetzung für die Wirksamkeit des Eigentumsvorbehalts ist, ist der Besteller verpflichtet, auf seine Kosten alle hierzu notwendigen Handlungen unverzüglich vorzunehmen und alle erforderlichen Mitteilungen zu machen. Falls und soweit die maßgebliche Rechtsordnung keine Vereinbarung eines Eigentumsvorbehalts zuläßt, wird der Besteller uns bei Inanspruchnahme von Warenkredit angemessene andere Sicherheiten stellen.

9. Sonstige Schadensersatzansprüche

- 9.1 Schadensersatzansprüche des Bestellers, gleich aus welchem Rechtsgrund, insbesondere wegen Verletzung von Pflichten aus dem Schuldverhältnis oder aus unerlaubter Handlung, sind ausgeschlossen.

- 9.2 Dies gilt nicht, soweit gesetzlich zwingend gehaftet wird, z. B. nach dem Produkthaftungsgesetz, in Fällen des Vorsatzes, der groben Fahrlässigkeit, wegen der Verletzung des Lebens, des Körpers oder der Gesundheit, wegen der Verletzung wesentlicher Vertragspflichten. Der Schadensersatzanspruch für die Verletzung wesentlicher Vertragspflichten ist jedoch auf den vertragstypischen, vorhersehbaren Schaden begrenzt, soweit nicht Vorsatz oder grobe Fahrlässigkeit vorliegt oder wegen der Verletzung des Lebens, des Körpers oder der Gesundheit gehaftet wird. Eine Änderung der Beweislast zum Nachteil des Bestellers ist mit den vorstehenden Regelungen nicht verbunden.

- 9.3 Soweit dem Besteller nach diesem Abschnitt 9 Schadensersatzansprüche zustehen, verjähren diese mit Ablauf der für Sachmängelansprüche geltenden Verjährungsfrist nach 6.7, soweit nicht zwingende gesetzliche Vorschriften entgegenstehen.

- 9.4 Soweit die Schadensersatzhaftung uns gegenüber ausgeschlossen oder eingeschränkt ist, gilt dies auch im Hinblick auf die persönliche Schadensersatzhaftung unserer Mitarbeiter, Vertreter und Erfüllungsgehilfen.

10. Rechte Dritter

- 10.1 Sofern ein Dritter wegen der Verletzung eines gewerblichen Schutzrechtes oder Urheberrechtes (Schutzrechte) durch von uns gelieferte, vertragsgemäß genutzte Produkte gegen den Besteller berechtigte Ansprüche erhebt, haften wir gegenüber dem Besteller wie folgt:

- 10.1.1 Wir werden nach unserer Wahl auf unsere Kosten entweder ein Nutzungsrecht für das Produkt erwirken, das Produkt so ändern, daß das Schutzrecht nicht verletzt wird, oder das Produkt austauschen. Ist uns dies nicht zu angemessenen Bedingungen möglich, haben wir das Produkt gegen Erstattung des Kaufpreises zurückzunehmen.

- 10.1.2 Unsere vorstehend genannten Verpflichtungen bestehen nur dann, wenn der Besteller uns über die vom Dritten geltend gemachten Ansprüche unverzüglich schriftlich verständigt, eine Verletzung nicht anerkennt und uns alle Abwehrmaßnahmen und Vergleichsverhandlungen vorbehalten bleiben. Stellt der Besteller die Nutzung des Produkts aus Schadensminderungs- oder sonstigen wichtigen Gründen ein, ist er verpflichtet, dem Dritten gegenüber darauf hinzuweisen, daß mit der Nutzungseinstellung kein Anerkenntnis einer Schutzrechtsverletzung verbunden ist.

- 10.2 Ansprüche des Bestellers sind ausgeschlossen, soweit er die Schutzrechtsverletzung zu vertreten hat oder soweit die Schutzrechtsverletzungen durch spezielle Vorgaben des Bestellers, durch eine von uns nicht voraussehbare Anwendung oder dadurch verursacht wird, daß das Produkt vom Besteller verändert oder zusammen mit nicht von uns gelieferten Produkten eingesetzt wird.

- 10.3 In den Fällen der Ziffer 10.2 stellt uns der Besteller von Ansprüchen Dritter frei.

- 10.4 Weitergehende Ansprüche gegen uns sind ausgeschlossen; Ziffer 9 (Sonstige Schadensersatzansprüche) bleibt jedoch ebenso unberührt wie das Recht des Bestellers zum Rücktritt vom Vertrag.

- 10.5 Bei Vorliegen sonstiger Rechtsmängel gelten die Bestimmungen nach Abschnitt 6 entsprechend.

11. Fertigungsmittel, Werkzeuge, Formeinrichtungen

- 11.1 Soweit der Besteller uns Fertigungsmittel (z.B. Werkzeuge, Kokillen, Formen oder Gesenke) zur Verfügung stellt, sind uns diese kostenfrei zuzusenden. Für deren Untergang, Verschlechterung oder unvollständige Rücklieferung und daraus resultierende Schäden übernehmen wir eine Haftung nur für grobe Fahrlässigkeit oder Vorsatz. Dies gilt nicht soweit gesetzlich zwingend gehaftet wird.

- 11.2 Wenn Fertigungsmittel von uns im Auftrag des Bestellers angefertigt oder beschafft werden, stellen wir hierfür anteilige Kosten gesondert in Rechnung; bei Gußteilen auch für Folgewerkzeuge. Bei Nichtausnutzung eines Werkzeuges übernimmt der Besteller die nicht gedeckten Kosten, auch der sonstigen typengebundenen Einrichtungen. Kosten für Modelle gehen stets in vollem Umfang zu Lasten des Bestellers. Die Fertigungsmittel bleiben unser Eigentum. Zur Herausgabe an den Besteller sind wir nicht verpflichtet. Dies gilt auch für Folgewerkzeuge.

- 11.3 Unsere dem Besteller ausgehändigten Zeichnungen und Unterlagen sowie unsere Vorschläge für die vorteilhafte Gestaltung und zur Herstellung der Teile dürfen an Dritte nicht weitergegeben und können von uns jederzeit zurückverlangt werden.

12. Erfüllungsort, Gerichtsstand, anwendbares Recht

- 12.1 Erfüllungsort der Zahlungsverpflichtung des Bestellers ist Neckarsulm, für unsere Verpflichtungen der Ort des Lieferwerkes/-lagers.

- 12.2 Gerichtsstand ist Heilbronn. Wir sind auch berechtigt, den Besteller an seinem allgemeinen Gerichtsstand zu verklagen.

- 12.3 Für alle Rechtsbeziehungen zwischen dem Besteller und uns gilt ausschließlich das materielle Recht der Bundesrepublik Deutschland unter Ausschluss des Kollisionsrechtes; das UN-Übereinkommen über Verträge über den Internationalen Warenkauf (CISG) findet keine Anwendung. Für die Auslegung von Lieferklauseln gelten die INCOTERMS in der jeweils gültigen Fassung.

13. Teilunwirksamkeit

- Die rechtliche Unwirksamkeit einzelner Bestimmungen dieser Bedingungen berührt die Wirksamkeit der übrigen Bestimmungen nicht.

14. Datenspeicherung

- Die für die Geschäftsabwicklung notwendigen Daten werden gespeichert und im Rahmen der Bestellabwicklung gegebenenfalls an Dritte weitergegeben. Alle personenbezogenen Daten werden selbstverständlich gemäß den Bestimmungen des Bundesdatenschutzgesetzes vertraulich behandelt.

General Conditions of Sale and Delivery

1. Order Placement, Diverging Conditions

- 1.1 We will provide goods and services exclusively on the basis of the terms and conditions set forth below as well as any special conditions notified to Buyer.
- 1.2 Buyer's standard terms and conditions shall only apply subject to express confirmation by us in writing. The omission to raise objections and/or the provision of goods or services on our part shall not be deemed to constitute our acceptance of other terms and conditions.

2. Offer, Offer Documents

- 2.1 Our offer is subject to alteration without notice, unless otherwise specified in the acceptance of order.
- 2.2 We reserve ownership and copyrights to any illustrations, diagrams, drawings and other documents submitted to Buyer; they may not be used for any purpose other than that specified by us nor may they be disclosed to third parties. This shall apply, in particular, to written documents marked "confidential"; Buyer must obtain our express prior written approval before forwarding such documents to third parties.
- 2.3 Any data and information contained in catalogues, illustrations, diagrams, drawings and other documents shall not be binding
- 2.4 Our written acceptance of order shall be mandatory for defining the contents and scope of the supply contract. Forwarding by remote data transmission shall comply with the requisite of transmission in written form.

3. Prices

- 3.1 Our prices relate to delivery ex works/warehouse exclusive of packing and are to be understood plus the respective statutory value added tax valid at the time of invoicing.
- 3.2 We reserve the right to revise our prices accordingly if after conclusion of the contract, any cost decreases or increases should occur, particularly as a result of collective wage agreements or changes in the cost of materials. We will furnish proof of any such changes towards Buyer, on request.

4. Delivery

- 4.1 Compliance with agreed delivery dates shall be dependent upon timely receipt of all documents, required approvals, releases and clearances to be provided by Buyer, particularly plans, and also compliance with the agreed terms of payment and other obligations to be met by Buyer. Should these prerequisites not be fulfilled on time, the delivery times will be extended analogously; this will not apply if we are responsible for the delay.
- 4.2 Force Majeure, industrial disputes, unrest, official action, failure to deliver on the part of our suppliers and other unforeseeable, unavoidable and serious events shall release the parties from their obligations to perform for the duration of the disturbances mentioned and to the extent of their impact. This shall also apply if such events occur at a time when the affected party is in delay. The parties shall be obliged to make best efforts in order to promptly provide the required information as can be reasonably expected and to adjust their obligations in good faith to the changed circumstances.
- 4.3 Any claims for damages lodged by Buyer against us on the grounds of delayed performance shall be excluded in all cases of delayed delivery, even after the expiration of a period set to us for delivery. This shall not apply insofar as mandatory liability applies to cases of damage caused intentionally or by gross negligence or to bodily injury; this shall not imply a reversal of the burden of proof to the detriment of Buyer. Buyer's statutory right to rescind the contract shall remain unaffected. Buyer may only withdraw from the contract within the scope of legal provisions inasmuch as a delay in delivery is attributable to us.
- 4.4 Part deliveries shall be allowable. Should a part consignment arrive late, Buyer may not derive any claims from this situation in respect of the full order, unless the part delivery is of no use to him.
- 4.5 Our deliveries are made ex works/warehouse, unless agreed otherwise in individual cases. Risk will pass over to Buyer on receipt of the advice of readiness for despatch or, at the latest, when the goods leave the works/warehouse. This shall also apply if the transport is carried out by us. Transport insurance shall be subject to special agreement and paid for by Buyer.
- 4.6 One-way packing will not be taken back. Buyer shall dispose of it at his own expense.

5. Sub-suppliers' Failure to Perform

We shall be entitled to postpone and/or cancel our respective supply obligations if for reasons not attributable to us we do not receive, correctly and on schedule, the necessary supplies from our sub-suppliers.

6. Liability for Defects

- 6.1 Buyer must examine the goods immediately on receipt and notify us without delay, in writing, of any defects. Hidden defects must be notified in writing immediately after being discovered.
- 6.2 In the case of complaints about defects, the goods which are the subject of such complaints must not be processed until the matter is clarified. We shall be given the opportunity to examine any notified defects on site. Moreover, the goods complained about shall be sent to us at our request.
- 6.3 Any samples delivered to Buyer are reference or out-turn samples. Delivery of such samples shall not affect our right to supply the goods in accordance with standard tolerances.
- 6.4 In the case of material defects we shall, at our discretion, either remedy the defect or provide goods that are free from defects provided that the material defect was existent at the time of the passage of risk. Should the rectification of defects fail, Buyer may reduce the amount to be paid or withdraw from the contract, irrespective of any claims for damages that may apply pursuant to Section 9. Any claims on the part of Buyer in respect of expenses incurred in connection with the rectification of defects, particularly cost of transport, mileage, labour and materials shall be excluded inasmuch as such expenses are increased due to the situation that the object of the supply was subsequently transferred to a place other than Buyer's establishment unless such a transfer is in conformance with the intended use.
- 6.5 Any claims under a statutory right of recourse pursuant to §§ 478, 479 German Civil Code (BGB) shall only apply inasmuch as Buyer did not conclude agreements with his customer exceeding the statutory warranty claims. Above and beyond this, Buyer's claims under a right of recourse shall not exceed the amount of the purchase price.
- 6.6 Warranty claims shall not arise if the defect complained about is attributable to non-compliance with operating, maintenance and/or installation instructions, unsuitable or improper use, faulty or negligent treatment, natural wear, and interference with the goods by Buyer or third parties.
- 6.7 The period of limitation for warranty claims shall be 24 months following the transfer of risk.
- 6.8 Upon our demand, the defective parts shall be immediately made available to us, at our expense.

7. Terms of Payment

- 7.1 Unless agreed otherwise, our invoices are due for payment immediately on receipt, without deduction.
- 7.2 If Buyer defaults, we shall be entitled to charge interest on arrears at the rate of 8% above the base interest rate.
- 7.3 Buyer shall only be entitled to set off if his counterclaims are res judicata or have been recognised by us. Furthermore, he shall be entitled to exercise a right of retention provided that his counterclaim is based on the same contractual relationship.
- 7.4 If several invoices or accounts receivable are outstanding, we shall be entitled to determine the sequence of discharge, irrespective of any existing provision to the contrary on the part of Buyer.
- 7.5 If after the conclusion of a contract, we become aware of circumstances that, in consideration of customary banking practice, call into question Buyer's ability to pay or if Buyer is in arrears in respect of the period allowed for payment and fails to pay on expiration of a reasonable extension of time, we shall be entitled to insist on cash in advance for deliveries still outstanding or to make such deliveries dependent on the provision of securities.

8. Retention of Title

- 8.1 Goods delivered shall remain our property until all pending claims derived from business relations between Buyer and us have been satisfied ("reserved goods"). For the event that insolvency proceedings are instituted against Buyer's assets, we reserve the right of rescission. In the event that the Buyer should not meet his obligations and, in particular, if he falls into arrears in payment, we shall be entitled to rescind and to take back the reserved goods; Buyer shall be obliged to surrender the reserved goods. The taking back of the reserved goods and reservation of title shall

not require a rescission on our part; such actions or the seizure of the reserved goods by us do not constitute a rescission of the contract, unless expressly declared by us.

- 8.2 Buyer shall be obliged to store and mark the reserved goods separately. Buyer shall be obliged to take good care of the reserved goods; in particular, he shall insure the reserved goods at his own cost against damage by fire, water and theft, at their replacement value. If the reserved goods require maintenance and inspection, Buyer must take care of this at his own cost and in due time.
- 8.3 Buyer may neither pledge the reserved goods nor transfer them by way of security. Buyer shall inform us without delay in the case of seizure, confiscation or other orders or interference by third parties.
- 8.4 Buyer shall be entitled to sell on the reserved goods in his ordinary course of business. However, he shall herewith assign to us all receivables up to the amount of our final invoice to which he becomes entitled as a result of reselling to his own customers or third parties, irrespective of whether the reserved goods are resold before or after processing. Buyer remains entitled to collect such receivables even after assigning them. Our entitlement to collect the receivables ourselves remains unaffected by this. We undertake not to collect the receivables provided that Buyer meets his payment obligations when due, from the proceeds, that no application is filed to initiate insolvency proceedings and that payments are not suspended. In all these cases, we may demand that Buyer informs us of the receivables assigned and the identity of the debtors, provides all the details required to enable the receivables to be collected, presents the relevant documents and notifies the debtors (third parties) of the assignment.
- 8.5 Buyer may process or convert the reserved goods on our behalf, without generating any commitments on our part. If Buyer combines, mixes, blends or processes our reserved goods, we shall acquire co-ownership to the new product in the proportion of the value of the reserved goods (final invoice amount) to the other processed, blended, mixed or combined items at the moment when the processing, blending, mixing or combining takes place. The product created as a result of processing or combining shall be subject to the same conditions as the reserved goods delivered under retention of title. If the mixing or blending takes place in such a manner that Buyer's product is considered to be the main item, it is agreed that Buyer shall transfer proportionate co-ownership to us. Buyer shall hold in custody, on our behalf, the object of sole ownership or co-ownership obtained in this way.
- 8.6 If the value of the security provided to us exceeds the value of our receivables by more than 20%, we shall be obliged, on Buyer's demand, to release the excess amounts at our discretion.
- 8.7 If and inasmuch as the registration and/or fulfillment of other requirements is a pre-condition for the effectiveness of our retention of title, Buyer shall have to take all necessary actions at his own cost and to provide all information required to this end. If and inasmuch as an agreement on the retention of title is not permitted under the relevant legal system, Buyer shall provide us with alternative appropriate security on taking advantage of credit on goods.

9. Miscellaneous Claims for Damages

- 9.1 Any claims for damages asserted by Buyer shall be excluded, regardless of their legal basis, particularly due to breach of duties deriving from contractual obligations or from illicit actions.
- 9.2 This shall not apply insofar as liability is mandatory, e.g. in accordance with the German Product Liability Act; in cases of intent; gross negligence; danger to life and limb and non-compliance with key contractual obligations. However, claims for damages regarding non-compliance with key contractual obligations shall be restricted to typical contractual damage that is foreseeable inasmuch as such damage is not caused intentionally or by gross negligence or liability applies to the danger to life and limb. The aforementioned provisions shall not entail a reversal of the burden of proof to the detriment of Buyer.
- 9.3 Insofar as Buyer is entitled to claims for damages in accordance with this Section 9, such claims shall fall under the statute of limitations upon the expiration of the period of limitations that applies to material defects in accordance with 6.7 unless this conflicts with statutory provisions.
- 9.4 Insofar as our liability for the payment of damages is excluded or restricted, this shall also apply to personal liability for compensation on the part of our employees, representatives and vicarious agents.

10. Third-party Rights

- 10.1 Should a third party, due to an intellectual property right or copyright (jointly referred to as "IP rights") having been infringed, bring a justified claim against Buyer in respect of the goods supplied by us having been used for their contractual purpose, we shall be liable to Buyer as follows:
 - 10.1.1 at our own cost, we shall at our discretion either acquire the right to use the product, modify the product so that IP rights are no longer infringed, or replace the product. If none of these measures is feasible at reasonable conditions, we shall take back the product in return for reimbursement of the purchase price;
 - 10.1.2 the obligations stated above will only materialise if Buyer immediately notifies us in writing of the claims brought by third parties, Buyer has not acknowledged an infringement and we are granted the right to all defensive measures and settlement negotiations. If Buyer stops using the product to limit damage or for any other reason, he must indicate to the third party that his ceasing to use the product does not constitute the recognition of an infringement of IP rights.
- 10.2 Any claims on the part of Buyer shall be excluded to the extent to which Buyer is responsible for infringing IP rights or if such an infringement is attributable to specific instructions imposed by Buyer, to a use not foreseeable by us or to the product having been changed by Buyer or used in combination with products not supplied by us.
- 10.3 In the cases stated in sub-clause 10.2, Buyer will exempt us from third party claims.
- 10.4 Any claims against us except those mentioned above shall be excluded; Clause 9 (Miscellaneous Claims for Damages) however, shall remain unaffected as does the right of Buyer to withdraw from the Contract.
- 10.5 In the event of other defects of title the provisions in accordance with Clause 6 shall apply analogously.

11. Production Equipment, Tools, Moulds

- 11.1 If Buyer provides us with production equipment (e.g. tools, moulds, cavities or dies), these shall be sent to us free of charge. We shall only be responsible for their loss, deterioration or incomplete return and any consequential damage, in the case of gross negligence or wilful default. This does not apply if the law stipulates liability.
- 11.2 If production equipment is manufactured or procured by us on behalf of Buyer, we shall charge for it separately at cost; for castings and mouldings and also for progressive dies. In the case of non-utilisation of a tool, Buyer shall pay the costs which have not been covered and also those relating to other type-specific equipment. The cost of prototypes shall always be paid in full by Buyer. The production equipment remains our property. We are not obliged to surrender this equipment to Buyer. This also applies to progressive dies.
- 11.3 Our drawings and documents and also our proposals for optimised design and manufacture of the components which are submitted to Buyer, may not be forwarded to third parties and we may ask for return of such documents at any time.

12. Place of Performance, Jurisdiction, Applicable Law

- 12.1 Neckarsulm is deemed the place of performance for Buyer's payment obligations. The supply plant/warehouse location is the place of performance for our obligations.
- 12.2 The place of jurisdiction is Heilbronn, Germany. We are also entitled to bring actions against Buyer at his place of jurisdiction as determined by the general law.
- 12.3 All legal relationships between us and Buyer shall be exclusively governed by German substantive law. The UN Convention on Contracts for the International Sale of Goods (CISG) shall not be applicable. The interpretation of delivery clauses shall be governed by the latest valid version of INCOTERMS.

13. Partial Ineffectiveness

The legal ineffectiveness of individual provisions contained in these General Conditions shall not affect the validity of the remaining provisions.

14. Data Storage

The data required to process business transactions will be stored and potentially forwarded to third parties in connection with the execution of orders. All personal data shall, of course, be treated confidentially in accordance with the provisions of the German Federal Data Protection Act.

Conditions Générales de Vente et de Livraison

1. Passation de commande, conditions dérogatoires

- 1.1 Nos livraisons et prestations de services sont régies exclusivement par les présentes Conditions et les Conditions Particulières qui ont été communiquées à l'acheteur.
- 1.2 Les Conditions Générales d'achat de l'acheteur ne peuvent s'appliquer sans accord préalable et écrit de notre part, l'absence d'opposition de notre part ou l'exécution de livraisons ou de prestations n'impliquant en aucun cas une acceptation desdites Conditions.

2. Offre, documentation de l'offre

- 2.1 Nos offres ne constituent aucun engagement de notre part, sauf dispositions particulières mentionnées dans la confirmation de commande.
- 2.2 Nous sommes titulaires des droits d'auteur et de propriété intellectuelle sur les illustrations, dessins ou tous autres documents qui seront remis à l'acheteur ; cette documentation ne pourra être utilisée qu'aux fins exclusives spécifiées par notre Société et ne pourra être communiquée à des tiers. La présente clause s'applique tout particulièrement aux documents écrits portant la mention « confidentiel » ; l'acheteur ne pourra les communiquer à des tiers qu'après autorisation écrite de notre part.
- 2.3 Les indications figurant dans les illustrations, les dessins, les catalogues et autres documents sont fournies à titre indicatif.
- 2.4 La teneur et l'étendue du contrat de livraison sont déterminées par notre confirmation écrite de la commande. La communication des données par transmission à distance suffit à satisfaire à l'obligation de la forme écrite.

3. Prix

- 3.1 Nos prix s'entendent sortie d'usine/d'entrepôt, emballage non compris. La taxe à la valeur ajoutée légalement en vigueur au moment de la facturation sera facturée en sus.
- 3.2 Nos prix sont valables sous réserve de modifications pouvant intervenir postérieurement à la conclusion du contrat ou à la passation de la commande et résultant d'augmentations ou de réductions des coûts, dues en particulier à la conclusion de conventions collectives, ou de variations dans les prix des matières. Sur demande de l'acheteur, un justificatif de ces modifications lui sera communiqué.

4. Livraison

- 4.1 Le respect des délais de livraison convenus est subordonné à la réception en temps opportun de tous les documents, autorisations et validations obligatoires qui doivent être fournis par l'acheteur, en particulier les plans. Le respect des délais de livraison est également soumis au respect des modalités de paiement convenues et à toutes les autres obligations à la charge de l'acheteur. En cas de non-respect de ces conditions préalables, les délais de livraison seront prorogés en conséquence. La présente clause ne s'appliquera pas si le retard occasionné est imputable à notre Société.
- 4.2 Les cas de force majeure, mouvements sociaux (grèves et autres), troubles sociaux, mesures administratives, défaut de livraison par nos sous-traitants, ainsi que tout autre événement grave, imprévisible et inéluctable, libéreront les parties au contrat de leurs obligations contractuelles pendant la période de leur durée et dans la mesure de leurs effets. La présente clause s'appliquera également si les événements mentionnés ci-dessus surviennent alors que la partie affectée est en retard dans l'exécution de ses obligations. Les parties au contrat s'engagent, dans la mesure du possible, à informer immédiatement l'autre partie de la survenance de telles circonstances et à adapter en toute bonne foi leurs obligations aux changements de situation en résultant.
- 4.3 Toute prétention de l'acheteur à des dommages et intérêts à notre encontre pour retard dans l'exécution de la prestation est exclue dans tous les cas de livraison retardée, même après expiration d'un éventuel délai qui nous aurait été fixé pour la livraison. Cette règle ne s'appliquera pas si la responsabilité est obligatoirement engagée pour cause d'intention délictueuse, de négligence grave ou d'atteinte à la vie, à l'intégrité du corps ou de la santé des personnes. La charge de la preuve n'en sera pas modifiée au détriment de l'acheteur. Le droit légal de désistement de l'acheteur n'en sera pas affecté. L'acheteur ne pourra se désister du contrat, dans le cadre des dispositions légales, que dans le cas où le retard de la livraison nous serait imputable.
- 4.4 Les livraisons partielles sont autorisées. En cas de retard dans une livraison partielle, l'acheteur ne pourra se prévaloir d'aucun droit portant sur le reste des quantités à livrer, sauf si la livraison partielle est pour lui dépourvue d'intérêt particulier.
- 4.5 Nos livraisons sont effectuées sortie d'usine/d'entrepôt, sauf accord particulier intervenant dans des cas spécifiques. Les risques sont transférés à l'acheteur dès l'avis indiquant que la marchandise est prête à l'expédition, au plus tard, lorsque la marchandise quitte l'usine/l'entrepôt. Les dispositions de la présente clause s'appliquent également si le transport est effectué par nos soins. Une assurance transport peut être souscrite uniquement après accord formel et à la charge de l'acheteur.
- 4.6 Les emballages perdus ne seront pas repris. L'acheteur est tenu d'assurer l'élimination de ces emballages à ses frais.

5. Réserve d'approvisionnement par nos fournisseurs

Nous sommes autorisés à différer et/ou à annuler notre obligation de livraison telle que mentionnée aux présentes lorsque nos propres fournisseurs ne nous livrent pas en temps voulu ou ne nous livrent pas correctement, sans que nous puissions en être tenus pour responsables.

6. Garantie des vices

- 6.1 L'acheteur s'oblige à vérifier immédiatement la marchandise après la livraison et à envoyer une réclamation écrite dans les plus brefs délais signalant les vices éventuellement constatés. Les vices cachés seront signalés par une lettre de réclamation immédiatement après leur découverte.
- 6.2 Aussi longtemps que le problème ne sera pas réglé, l'acheteur s'interdira de procéder à la transformation de la marchandise incriminée. Il devra nous donner la possibilité d'examiner la marchandise sur place. Par ailleurs, sur demande de notre part, l'acheteur devra nous renvoyer la marchandise objet de la réclamation.
- 6.3 Les échantillons de la marchandise remis à l'acheteur sont des échantillons fournis à titre d'information et de référence. Leur délivrance nous autorise toujours à livrer en tenant compte des tolérances admises habituellement dans le commerce.
- 6.4 En cas de défauts matériels détectés sur la marchandise, le choix nous reviendra de réparer ledit défaut ou de livrer une marchandise de remplacement en parfait état, si tant est que le défaut matériel ait été présent au moment du transfert des risques. Si la réparation échoue, l'acheteur pourra réduire le prix ou se désister du contrat, sans préjudice des droits éventuels aux dommages et intérêts cités au paragraphe 9. Nous prenons en charge les frais nécessaires à l'élimination du défaut, notamment les frais de transport, de déplacement, de main d'œuvre et de matériel, si tant est que lesdits frais ne soient pas augmentés par le fait que la marchandise a été transportée ultérieurement dans un autre endroit que le lieu d'établissement de l'acheteur, à l'exception des cas où ledit déplacement correspond à l'usage auquel la marchandise est destinée.
- 6.5 L'acheteur ne pourra se prévaloir de droits légaux au recours suivant les articles 478 et 479 du Code Civil allemand que s'il n'a pas conclu avec son client d'accords allant au-delà des droits légaux nés de la constatation de défauts matériels. D'autre part, les droits au recours de l'acheteur à notre encontre seront limités au montant du prix d'achat.
- 6.6 Les prétentions de l'acheteur pour cause de défauts matériels seront nulles et non avenues si le défaut résulte d'un manquement aux consignes de manœuvre, de maintenance et de montage, de l'usage inapproprié ou incorrect de la marchandise, d'un traitement impropre ou négligent et de l'usure naturelle, ou encore d'interventions opérées par l'acheteur ou par des tiers sur la marchandise livrée.
- 6.7 La prescription des revendications pour vices est de 24 mois, à dater du transfert des risques.
- 6.8 Les pièces défectueuses seront mises immédiatement à notre disposition sur notre demande et à nos frais.

7. Modalités de paiement

- 7.1 Sauf accord particulier, nos factures sont payables immédiatement à leur réception, sans déduction aucune.
- 7.2 En cas de retard de paiement de l'acheteur, nous nous réservons le droit d'exiger le paiement d'intérêts de retard d'un montant de 8 % supérieur au taux d'intérêt de base.
- 7.3 L'acheteur n'aura droit à la compensation que dans la mesure où ses contre-prétentions auront acquis force de choses jugées ou si nous les avons reconnues. D'autre part, il ne sera autorisé à l'exercice du droit de rétention que dans la mesure où sa contre-prétention repose sur la même relation contractuelle.
- 7.4 Dans l'hypothèse où plusieurs factures ou créances demeurent impayées, nous nous réservons le droit de définir la chronologie de l'apurement des dettes, sans tenir compte d'une éventuelle disposition différente du client.
- 7.5 Si, après la conclusion du contrat, des circonstances mettant en doute la solvabilité de l'acheteur (éta- bilité selon des critères bancaires habituels) étaient portées à notre connaissance ou si l'acheteur venait à prendre du retard dans les échéances convenues pour le paiement, nous serons en droit, après expiration sans résultat d'un délai supplémentaire raisonnable, d'exiger le paiement anticipé des livraisons en attente ou d'en subordonner l'exécution à la constitution d'une sûreté.

8. Réserve de propriété

- 8.1 La marchandise livrée demeure notre propriété jusqu'à satisfaction complète de tous les droits existants découlant des relations commerciales entre l'acheteur et notre Société (marchandise sous réserve de propriété). L'introduction d'une procédure de dépôt de bilan sur le patrimoine de l'acheteur nous autorise au désistement du contrat. En cas de violation des obligations contractuelles de l'acheteur, en particulier en cas de retard de paiement, nous serons autorisés au désistement du contrat et à la reprise de la marchandise sous réserve de propriété ; l'acheteur sera dans l'obligation de restituer la marchandise.

- Le fait que nous reprenions la marchandise ou le fait de faire valoir la réserve de propriété ne nécessite pas un désistement du contrat de notre part. Ces faits ou une saisie de la marchandise sous réserve par notre Société ne constituent pas un désistement du contrat, sauf si nous l'avons expressément signifié.
- 8.2 L'acheteur s'engage à stocker séparément et à identifier la marchandise sous réserve de propriété. Il s'oblige également à prendre soin de cette marchandise. En particulier, il est tenu d'assurer à ses frais la marchandise, pour sa valeur à l'état neuf, contre l'incendie, les dégâts des eaux et le vol. Dans la mesure où des travaux de maintenance et d'entretien seraient nécessaires, l'acheteur s'engage à les effectuer en temps voulu et à ses frais.
 - 8.3 L'acheteur n'est pas autorisé à nantir la marchandise sous réserve de propriété, ni à la transférer à titre de sûreté. L'acheteur devra nous informer immédiatement en cas de saisie, de confiscation ou de toute autre disposition ou intervention émanant de tiers.
 - 8.4 L'acheteur est autorisé à revendre la marchandise sous réserve de propriété dans le cadre d'opérations commerciales régulières, mais il nous cède d'ores et déjà toutes les créances résultant de la revente de la marchandise en question à ses clients ou à des tiers à hauteur du montant total de la somme due et ce, indépendamment du fait que la marchandise sous réserve de propriété ait été revendue sans ou après transformation. L'acheteur est autorisé à recouvrer cette créance même après la cession, notwithstanding notre pouvoir de recouvrer nous-mêmes ladite créance. Nous nous engageons à ne pas recouvrer la créance pour autant que l'acheteur respecte ses obligations de paiement sur les produits financiers réalisés, qu'il n'est pas en retard de paiement, qu'il n'existe pas de demande d'ouverture d'une procédure de dépôt de bilan ou qu'il n'est pas en état de cessation des paiements. Dans tous les cas cités ci-dessus, nous serons en droit d'exiger que l'acheteur nous fasse connaître les cessions de créances et leurs débiteurs, qu'il nous donne toutes les indications nécessaires à leur recouvrement, qu'il nous fournisse tous les documents correspondants et qu'il informe les débiteurs (tiers) de la cession des créances. L'acheteur procède pour notre compte à l'usinage ou à la transformation de la marchandise sous réserve de propriété sans qu'il en résulte pour nous une obligation quelconque. Si l'acheteur procède à des allages, des mélanges, des incorporations ou des transformations de notre marchandise sous réserve de propriété, nous acquérons de ce fait une copropriété sur la chose nouvelle en résultant, au prorata de la valeur initiale de cette marchandise (montant final de la facture) par rapport aux autres éléments transformés, incorporés, mélangés ou alliés au moment de la réalisation des opérations correspondantes. L'objet résultant de la transformation ou de l'alliage est soumis aux mêmes clauses que la marchandise livrée sous réserve de propriété. Si le mélange ou l'incorporation s'effectue dans une proportion telle que la chose de l'acheteur puisse être considérée comme la chose principale, il est réputé convenu par les présentes que l'acheteur nous en cède la copropriété au prorata. L'acheteur sera le dépositaire pour nous de la propriété exclusive ou de la copropriété ainsi engendrée.
 - 8.6 Si la valeur des sûretés qui nous ont été consenties excède nos créances de plus de vingt pour cent (20 %), nous nous engageons, sur demande de l'acheteur, à libérer les sûretés excédentaires selon notre choix.
 - 8.7 Dès lors et si tant est que l'enregistrement et/ou la satisfaction d'autres exigences constituent une condition préalable à la validité de la réserve de propriété, l'acheteur sera tenu de procéder immédiatement et à ses frais à tous les actes nécessaires et de faire les communiqués nécessaires. Dans l'hypothèse où le système juridique en vigueur n'autoriserait pas de clause contractuelle de réserve de propriété, l'acheteur faisant usage d'un crédit commercial s'engage à nous fournir d'autres garanties appropriées.

9. Autres droits aux dommages et intérêts

- 9.1 Tout droit à indemnisation de l'acheteur est exclu, quel qu'en soit le motif juridique, en particulier pour atteinte aux obligations inhérentes au rapport juridique entre le créancier et le débiteur ou pour acte illicite.
- 9.2 La présente clause ne s'applique pas dès lors que la responsabilité est obligatoire de par la loi, par exemple aux termes de la Loi relative à la garantie implicite du produit, en cas de faute intentionnelle, de négligence grave, d'atteinte à la vie, à l'intégrité du corps ou de la santé, et en cas de manquement à des obligations contractuelles majeures. Le droit aux dommages et intérêts en cas de manquement à des obligations contractuelles majeures sera toutefois limité au dommage prévisible, caractéristique du contrat, si tant est qu'il n'y ait pas eu intention délictueuse ou négligence grave, ou que la responsabilité soit obligatoirement engagée pour atteinte à la vie ou à l'intégrité du corps ou de la santé. Les dispositions susvisées n'emportent pas modification de la charge de la preuve au détriment du client.
- 9.3 Si l'acheteur peut prétendre aux dommages et intérêts aux termes du présent paragraphe 9, ces droits seront prescrits à l'expiration du délai de prescription cité au paragraphe 6.7, en vigueur pour les prétentions résultant du vice de la marchandise, si tant est que des dispositions impératives de la loi ne s'y opposent pas.
- 9.4 Toute exclusion ou limitation de notre responsabilité en matière d'indemnisation s'applique également à la responsabilité personnelle de nos employés, de nos représentants et de nos agents d'exécution.

10. Droits des tiers

- 10.1 Dès lors qu'un tiers fait valoir à l'encontre de l'acheteur des droits justifiés pour atteinte à ses droits de propriété industrielle ou droits d'auteur (droits de protection) par des produits que nous avons livrés et qui sont utilisés aux termes du contrat, nous sommes responsables vis-à-vis de l'acheteur dans les conditions suivantes :
 - 10.1.1 Le choix nous reviendra, soit d'acquiescer à nos frais un droit d'utilisation pour le produit, soit de modifier le produit de telle sorte qu'il ne porte pas atteinte audit droit de propriété, soit d'échanger le produit. Si ces opérations ne sont pas réalisables à des conditions raisonnables, nous nous engageons à reprendre le produit contre remboursement du prix d'achat.
 - 10.1.2 Nos obligations mentionnées ci-dessus ne seront valides que si l'acheteur nous informe immédiatement par écrit des prétentions alléguées par la tierce personne, s'il ne reconnaît pas d'atteinte auxdits droits et si nous toutes mesures de défense et de négociations de conciliation nous sont réservées. Si l'acheteur cesse d'utiliser le produit incriminé dans le but de réduire le préjudice ou pour toute autre raison, il sera tenu d'informer le tiers qu'il ne pourra y avoir reconnaissance d'atteinte au droit de propriété du fait de la cessation de l'utilisation.
- 10.2 Tout droit de l'acheteur sera exclu si la violation des droits de propriété lui est imputable ou si ladite violation est causée par des indications spéciales données par l'acheteur, par une utilisation non prévisible de notre part ou par le fait que l'acheteur utilise le produit après l'avoir modifié ou en association avec des produits qui ne font pas partie de nos livraisons.
- 10.3 Dans les cas cités à l'alinéa 10.2. ci-dessus, l'acheteur ne pourra faire valoir à notre encontre aucun droit de tiers.
- 10.4 Tout autre droit additionnel à faire valoir à notre encontre est exclu ; l'article 9 (Autres droits aux om- mages et intérêts) n'en sera toutefois pas affecté, de même que le droit de l'acheteur à se désister du contrat.
11. **Moyens de fabrication, outillage/outils, équipements de moulage**
 - 11.1 Dès lors que l'acheteur met à notre disposition des moyens de fabrication (ex. outils, moulages en coquille, moules ou matrices), ceux-ci nous seront envoyés gratuitement. Notre responsabilité en ce qui concerne leur disparition, leur dégradation ou leur réexpédition incomplète et les dommages en résultant ne pourra être engagée qu'en cas de négligence grave ou de faute intentionnelle. La présente clause ne s'appliquera pas si la responsabilité est obligatoire de par la loi.
 - 11.2 Lorsque l'acheteur nous chargera de fabriquer ou d'acheter des moyens (outils) de fabrication, une part des coûts en résultant lui seront facturés séparément. Il en ira de même pour les pièces coulées et pour les outillages complémentaires. Dans le cas où un outil ne serait pas utilisé, l'acheteur prendra à sa charge les coûts non couverts et les coûts des divers équipements spécifiques. Les coûts des modèles seront toujours intégralement à la charge de l'acheteur. Les moyens de fabrication resteront notre propriété. Nous ne serons pas tenus de les restituer à l'acheteur. Il en ira de même des outillages complémentaires.
 - 11.3 La transmission à des tiers des dessins (schémas) et des documents que nous remettons à l'acheteur, ainsi que de nos propositions visant à une meilleure conception et de celles concernant la fabrication des pièces n'est pas autorisée et nous serons en droit d'exiger leur restitution à tout moment.
12. **Lieu d'exécution, juridiction compétente, droit applicable**
 - 12.1 Le lieu d'exécution des obligations de paiement de l'acheteur est Neckarsulm. Le lieu d'exécution de nos propres obligations est le site de l'usine / de l'entrepôt de livraison.
 - 12.2 Tribunal compétent : Heilbronn. Nous sommes également autorisés à assigner l'acheteur devant les tribunaux auxquels il est rattaché en général.
 - 12.3 Toutes les relations de droit entre l'acheteur et notre Société sont soumises exclusivement au droit matériel de la République fédérale d'Allemagne, sans recours au droit relatif aux conflits de lois ; la Convention des Nations Unies en matière de contrats pour le commerce international des biens (CISG) n'est pas applicable. La version en vigueur des INCOTERMS sera utilisée pour l'interprétation des clauses relatives à la livraison.

13. Nullité partielle

La nullité juridique de certaines des clauses des présentes Conditions de Vente et de Livraison n'affectera pas les autres clauses qui demeureront pleinement valides et applicables.

14. Enregistrement des données

Les données nécessaires au suivi des affaires sont enregistrées et, dans le cadre du traitement des commandes, éventuellement transmises à des tiers. Toutes les données personnelles sont, bien entendu, traitées sous le sceau de la confidentialité, conformément aux dispositions de la Loi allemande Informatique et Libertés.

Conditions Générales de Vente et de Livraison de la société MS Motor Service International GmbH. Version 01/2003

Condiciones de venta y entrega

1. **Adjudicación del pedido, condiciones especiales**
 - 1.1 Los suministros y la prestación de servicios se efectúan exclusivamente conforme a las condiciones relacionadas a continuación, y conforme a las condiciones especiales comunicadas al comprador.
 - 1.2 Las condiciones generales expresadas por el comprador serán válidas sólo en caso de confirmación expresa por escrito. Ni la omisión de oposición ni la ejecución del suministro o la prestación de servicios constituyen una aceptación de condiciones comerciales de terceros.
2. **Oferta y documentación referente a la oferta**
 - 2.1 En tanto no se exprese lo contrario en la confirmación de pedido, nuestra oferta es sin compromiso.
 - 2.2 Nos reservamos derechos de propiedad y de autor respecto a ilustraciones, dibujos y demás documentos entregados al comprador, que no deberán emplearse para fines diferentes de los indicados por el proveedor, ni podrán ser entregados ni hechos accesibles a terceros. Lo anterior vale sólo para toda documentación escrita, marcada como "confidencial". Antes de entregar dicha documentación a terceros, el comprador deberá obtener nuestra autorización expresa, por escrito.
 - 2.3 Los datos en ilustraciones, dibujos, catálogos y demás documentos son sin compromiso.
 - 2.4 Para el contenido y el alcance del contrato de suministro es determinante nuestra confirmación del pedido por escrito. Para la comunicación por teletransmisión de datos bastará la forma escrita.
3. **Precios**
 - 3.1 Nuestros precios se entienden franco fábrica/almacén, sin el embalaje, más el impuesto sobre el valor añadido (IVA) vigente en cada caso en el momento de la facturación.
 - 3.2 Nos reservamos el derecho de modificar los precios si, después de concluido el contrato, se producen disminuciones o incrementos de los costes, debidos especialmente a convenios colectivos o modificaciones en los precios de los materiales. Dichas modificaciones podrán ser acreditadas ante el comprador, si así lo solicita.
4. **Entrega**
 - 4.1 El cumplimiento de los plazos acordados para las entregas presupone el recibo a tiempo oportuno de toda la documentación a proporcionar por el comprador, los permisos y autorizaciones necesarios, sobre todo en lo que concierne a planos, así como la observancia por parte del comprador de las condiciones de pago acordadas y demás obligaciones que le correspondan. Si dichas condiciones no son cumplidas a su debido tiempo, se prolongarán de forma adecuada los plazos del proveedor; lo anterior no es aplicable si la demora es atribuible al proveedor.
 - 4.2 Casos de fuerza mayor, huelgas u otros conflictos laborales, disturbios, medidas tomadas por las autoridades, carencia de suministros a recibir de nuestros subproveedores y demás sucesos imprevisibles, inevitables y graves exoneran a las partes contratantes de sus obligaciones de entrega por el plazo y en la medida en que tales perturbaciones influyan en el proceso. Lo anterior vale también si dichos sucesos se producen en un momento en que la parte contratante afectada se encuentre en demora. Dentro del marco de lo exigible, las partes contratantes se comprometen a proporcionar sin demora las informaciones necesarias y a adaptar sus obligaciones, de buena fe, a las nuevas circunstancias.
 - 4.3 Quedan excluidos los derechos de indemnización por daños y perjuicios del comprador frente a nosotros por demora de la prestación en todos los casos de demora en la entrega, también después de la expiración de un plazo que nos haya sido impuesto eventualmente para la entrega. Esto no será válido en casos de responsabilidad forzosa por conducta dolosa o negligencia grave o en lo que concierne a daños personales que afecten a la integridad física y la salud; ello no supone una modificación del mérito probatorio en perjuicio del comprador. El derecho legal de rescisión del contrato por parte del comprador no se ve afectado. El comprador sólo podrá rescindir el contrato en el marco de las disposiciones legales en caso que la demora en la entrega nos sea imputable.
 - 4.4 Se permiten las entregas parciales. En caso de demora de una entrega parcial, el comprador no podrá hacer valer derechos respecto a la cantidad restante, a menos que el cumplimiento parcial carezca de interés para él.
 - 4.5 A menos que, en ciertos casos, se haya convenido otra cosa, los suministros se efectúan franco fábrica/almacén. En el momento en que se comunica al comprador que la mercancía está lista para el envío, o a más tardar cuando la mercancía salga de la fábrica/del almacén, el riesgo pasa al comprador. Lo anterior rige también cuando el proveedor se encarga de efectuar el transporte. Un seguro de transporte se suscribe sólo por convenio especial, y por cuenta del comprador.
 - 4.6 No se aceptará la devolución de embalajes de transporte y demás embalajes no retornables. El comprador está obligado a proveer la eliminación de los embalajes por cuenta propia.
5. **Abastecimiento propio**

En caso de falta de abastecimiento propio correcto o en tiempo oportuno por parte del presuministrador debido a causas que no sean imputables al proveedor, éste estará autorizado a aplazar y/o a anular la obligación de suministro correspondiente.
6. **Garantía / responsabilidad debida a defectos materiales**
 - 6.1 El comprador deberá examinar la mercancía inmediatamente al recibirla, reclamando sin dilación por escrito cualquier defecto detectado. Los defectos ocultos deberán ser comunicados sin dilación alguna tan pronto se descubran.
 - 6.2 La mercancía defectuosa no deberá ser utilizada en tanto no se aclare la reclamación. Deberá concederse al proveedor oportunidad para examinar sobre el terreno los defectos reclamados. Asimismo, si el proveedor así lo solicita, deberá devuelta la mercancía objeto del reclamo.
 - 6.3 Las muestras de la mercancía entregadas al comprador son muestras de orientación o muestras de prueba. En todo caso, con su entrega el proveedor quedará autorizado, ahora como antes, a efectuar el suministro conforme a las tolerancias usuales en el mercado.
 - 6.4 En caso de defectos materiales eliminaremos el defecto o suministraremos una mercancía libre de defectos, a nuestra elección, siempre y cuando el defecto material existiese en el momento de la transferencia de riesgos. Si el cumplimiento posterior fracasara, el comprador podrá – sin perjuicio de eventuales derechos de indemnización por daños y perjuicios según el numeral 9 – reducir el pago o rescindir el contrato. Están excluidos derechos de indemnización del comprador relacionados con gastos necesarios debido al cumplimiento posterior, en particular gastos de transporte, desplazamientos, mano de obra y material, en tanto los costes aumenten debido a que el objeto del suministro ha sido llevado posteriormente a un lugar distinto al de la sede del comprador, a no ser que el traslado responda a su uso previsto.
 - 6.5 Sólo existen derechos legales de regreso del comprador según la legislación alemana, art. 478 y 479 del código civil alemán, en tanto el comprador no haya establecido con su cliente ningún acuerdo que rebase los límites de los derechos de reclamación por defectos fijados por la ley. Además, el comprador sólo tiene derechos de regreso frente a nosotros hasta el importe correspondiente al precio de compra.
 - 6.6 No se generarán derechos del comprador por defectos materiales si el defecto se debe al incumplimiento de prescripciones para el manejo, mantenimiento y montaje, a utilización inadecuada o indebida, al uso erróneo o negligente y a desgaste natural, así como a manipulaciones realizadas por el comprador o por terceros en la mercancía.
 - 6.7 Los derechos de reclamación por defectos caducan a los 24 meses, a contar desde el momento del traspaso del riesgo.
 - 6.8 A petición nuestra y a nuestro cargo se pondrán a nuestra disposición sin dilación las piezas defectuosas.
7. **Condiciones de pago**
 - 7.1 A menos que se haya convenido otra cosa, nuestras facturas serán pagadas sin descuento a la recepción de las mismas.
 - 7.2 Si el comprador se retrasa en el pago, estaremos autorizados a facturar intereses de demora por valor del 8% sobre el tipo básico de interés.
 - 7.3 El comprador sólo podrá hacer valer derechos compensatorios cuando sus contrapretensiones hayan adquirido firmeza legal o hayan sido reconocidas por el proveedor. Podrá, además, ejercitar su derecho de retención en tanto su contrapretensión resulte de la misma relación contractual.
 - 7.4 Si hay varias facturas o créditos pendientes, el proveedor tendrá derecho a determinar el orden de la amortización, a pesar de una estipulación discrepante por parte del cliente.
 - 7.5 Si después de la conclusión del contrato llegan a nuestro conocimiento circunstancias que pongan en duda la solvencia del comprador sobre la base de criterios aplicados usualmente por el sector bancario, o si el comprador se demora en el pago conforme a los plazos convenidos, tras expirar una prórroga razonable podremos hacer depender la ejecución de suministros pendientes de un pago por adelantado o de la prestación de garantías.
8. **Reserva de dominio**
 - 8.1 La mercancía suministrada quedará propiedad del proveedor hasta que se hayan cumplido todas las pretensiones actuales resultantes de la relación comercial existente entre el comprador y nuestra empresa (mercancía bajo reserva de dominio). En caso de iniciación de un proceso de insolvencia relativo al patrimonio del comprador, nos reservamos el derecho de rescisión. En caso de incumplimiento del contrato por parte del comprador, y en especial en caso de retraso en el pago, el proveedor tendrá derecho a rescindir el contrato y a retirar la mercancía; el comprador está obligado a su entrega. La retirada de la mercancía o respectivamente la reivindicación de la reserva de dominio hecha por el proveedor no exige rescisión del contrato por nuestra parte. Estos actos o una pignoración por nuestra parte de la mercancía sujeta a reserva de dominio no significa rescisión del contrato por nuestra parte, a no ser que lo hayamos declarado así expresamente.
 - 8.2 El comprador está obligado a marcar y a almacenar por separado la mercancía bajo reserva. Se obliga, además, a tratar dicha mercancía con el debido cuidado. En especial, queda obligado a asegurarla a su cargo contra incendios, daños causados por el agua y contra robo por el valor de nuevo. En tanto sean

- 8.3 necesarios trabajos de mantenimiento e inspección, el comprador deberá efectuarlos oportunamente, por su propia cuenta y a su cargo.
- 8.4 El comprador no podrá pignorar ni transferir a título de garantía la mercancía bajo reserva de dominio. El comprador deberá comunicar al proveedor, sin dilación alguna, cualquier caso de embargo, prendaciones o demás actos de disposición o intervenciones de terceros.
- 8.5 El comprador podrá revender la mercancía bajo reserva de dominio dentro del marco de las prácticas comerciales reglamentarias. No obstante, desde este momento cederá a favor del proveedor todos los cobros pendientes por el valor del importe final de la factura equivalente a nuestro crédito, resultante de la enajenación frente a adquirentes o terceros, independientemente de si la mercancía bajo reserva de dominio sea vendida antes o después de haber sido transformada. El comprador quedará facultado para recaudar esta deuda incluso después de la cesión, sin perjuicio de nuestro derecho a cobrar nosotros mismos la deuda. Nos obligamos a no cobrar la deuda en tanto el comprador satisfaga sus obligaciones de pago resultantes de los ingresos, no se retrase en el pago, no se haya solicitado la apertura de un proceso de insolvencia o no haya sido declarada una suspensión de pagos. En todos estos casos podremos exigir que el comprador nos informe de las cesiones de créditos con indicación de los deudores, nos comunique todos los datos necesarios para el cobro, nos entregue todos los documentos relacionados con los mismos e informe a los deudores (terceros) de la cesión.
- 8.6 El comprador manipulará o transformará para nosotros la mercancía bajo reserva de dominio, sin que por ello emane ninguna obligación para nosotros. Si el comprador combina, mezcla, incorpora o transforma nuestras mercancías bajo reserva de dominio, adquiriremos la copropiedad del nuevo objeto, en relación al valor de la mercancía bajo reserva (importe final de la factura) respecto a los demás objetos combinados, mezclados, incorporados o transformados, en el momento en que se haya efectuado la transformación, la incorporación, la mezcla o la combinación. Sobre el objeto logrado mediante la transformación o incorporación rige, además, lo mismo que para la mercancía suministrada bajo reserva. En caso que la mezcla o incorporación sea efectuada de forma que el objeto del comprador se considere como objeto principal, se acuerda desde ahora que el comprador nos transferirá la copropiedad de forma proporcional. El comprador se encargará de custodiar para nosotros la propiedad exclusiva o la copropiedad.
- 8.7 En caso que el valor de las garantías entregadas exceda del valor de nuestros créditos en total en más de un 20%, a solicitud del comprador quedaremos obligados a liberar, a nuestra elección, el exceso de las garantías.
- 8.8 En la medida que el registro y/o el cumplimiento de otras exigencias sea requisito para la efectividad de la reserva de dominio, el comprador se obligará a emprender y a efectuar inmediatamente y por su propia cuenta todas las acciones y comunicaciones necesarias. En caso que la legislación vigente no permita el acuerdo de reserva de dominio, el comprador proporcionará al proveedor otras garantías adecuadas al utilizar créditos comerciales.
9. **Otros derechos de indemnización por daños y perjuicios**
 - 9.1 Quedan excluidas las pretensiones de indemnización por daños y perjuicios del comprador, sea cual fuere su causa justificativa, y en especial por infracción de obligaciones emanadas del derecho de crédito o de acción ilícita.
 - 9.2 Lo anterior no vale en caso de responsabilidad forzosa, por ejemplo en relación con la ley de responsabilidad debida a productos defectuosos, en casos de dolo o negligencia grave, de lesiones físicas y perjuicios para la salud o por incumplimiento de obligaciones importantes establecidas por el contrato. El derecho a indemnización por daños y perjuicios derivado de infracciones importantes del contrato se limita, sin embargo, a daños típicos del contrato y previsible, en tanto no se nos pueda atribuir ningún incumplimiento doloso o gravemente negligente del contrato o exista la responsabilidad por daños para la integridad física y la salud. Las anteriores reglamentaciones no suponen modificación del mérito probatorio en perjuicio del comprador.
 - 9.3 En tanto correspondan al comprador derechos de indemnización conforme al presente numeral 9, los mismos caducarán al expirar el plazo de validez para derechos de indemnización por defectos materiales estipulado en 6.7, siempre y cuando ello no se oponga a disposiciones legales de obligado cumplimiento. La exclusión o la limitación de la responsabilidad por daños y perjuicios respecto al proveedor vale también en lo relativo a responsabilidad personal por daños y perjuicios imputable a nuestros empleados, representantes y auxiliares ejecutivos.
10. **Derechos de terceros**
 - 10.1 En caso que una tercera persona formule contra el comprador reclamaciones justificadas debido a violación de un derecho de propiedad industrial o de un derecho intelectual (derechos protegidos) ocasionada por los productos que hemos suministrado y que hayan sido utilizados conforme a las estipulaciones del contrato, responderemos frente al comprador de la forma relacionada a continuación:
 - 10.1.1 Podremos elegir entre obtener, por nuestra cuenta, un derecho de uso para el producto, o bien modificarlo de forma que no ocasione violación del derecho protegido, o bien sustituir el producto. Si ello fuera imposible en condiciones razonables, readmitiremos el producto contra reembolso del precio de compra.
 - 10.1.2 Las obligaciones arriba mencionadas del proveedor sólo existen cuando el comprador nos haya notificado por escrito y sin dilación alguna las reclamaciones formuladas por un tercero, no haya admitido la violación y nos queden reservadas todas las medidas de defensa y los actos transaccionales. En caso que el comprador, por motivos referentes a disminuir daños, o por otros motivos importantes, renuncie a la utilización del producto, quedará obligado a indicar frente al tercero que la renuncia a la utilización no supone ningún reconocimiento de una violación de un derecho protegido.
 - 10.2 Quedan excluidas las pretensiones del comprador en tanto le sea imputable la violación del derecho protegido o en tanto las violaciones de dicho derecho hayan sido ocasionadas o por indicaciones específicas del comprador o por una aplicación no previsible por nosotros, o que hayan sido ocasionadas por el hecho de que el comprador haya modificado el producto o lo haya utilizado junto con otros productos diferentes de los que le hemos suministrado.
 - 10.3 En lo referente a los casos enunciados en el numeral 10.2, el comprador se obliga a eximirnos de las reclamaciones de terceros.
 - 10.4 Quedan excluidas todas las demás pretensiones contra nosotros; asimismo queda intacto el numeral 9 (Otros derechos de indemnización por daños y perjuicios), al igual que el derecho del comprador a rescisión del contrato.
 - 10.5 En caso de existir cualesquiera otros defectos de índole jurídica, rige lo dispuesto en el numeral 6.
11. **Elementos de producción, herramientas, moldes**
 - 11.1 En caso que el comprador nos suministre elementos de producción (tales como herramientas, coquillas, moldes o matrices), dichos elementos nos deberán ser enviados sin coste alguno para nosotros. No asumiremos ninguna responsabilidad por pérdida, desgaste, deterioro o devolución incompleta y los daños resultantes de la misma. Asumiremos responsabilidad sólo en caso de negligencia grave o dolo. Lo anterior no rige en caso de responsabilidad forzosa prescrita por la ley.
 - 11.2 En caso de fabricación o adquisición de elementos de producción por encargo del comprador, los costes se facturarán aparte y de forma proporcional; en caso de piezas de fundición, también para útiles sucesionales. Si uno de dichos útiles no fuera utilizado, el comprador asumirá los gastos no cubiertos, incluso de los demás dispositivos a ello vinculados. En todo caso, los costes de los modelos o prototipos correrán, en su totalidad, de cuenta del comprador. El proveedor conservará plena propiedad de los elementos de fabricación, sin que exista ninguna obligación de entregarlos al comprador. Lo anterior se aplica también a los útiles sucesionales.
 - 11.3 Queda prohibido entregar a terceros los dibujos y la documentación entregada al comprador, así como las propuestas hechas por el proveedor para el desarrollo adecuada y la fabricación de las piezas; el proveedor tendrá derecho a exigir la devolución de la documentación en todo momento.
12. **Lugar de cumplimiento, jurisdicción, derecho aplicable**
 - 12.1 El lugar de cumplimiento para la obligación de pago contraída por el comprador es Neckarsulm; para las obligaciones contraídas por nosotros, el lugar de cumplimiento es el lugar donde está ubicada nuestra fábrica/almacén de suministro.
 - 12.2 Lugar de jurisdicción es Heilbronn. Sin embargo, el proveedor podrá recurrir también a los Tribunales del domicilio social del comprador.
 - 12.3 Para todas las relaciones jurídicas entre el comprador y nosotros será de aplicación el derecho material de la República Federal de Alemania, con exclusión del derecho de colisión; no encuentra aplicación el acuerdo de las Naciones Unidas sobre Contratos referentes a la Compra Internacional de Mercancías (CISG). Para la interpretación de las cláusulas sobre entrega rigen los INCOTERMS vigentes en cada momento.
 - 12.4 Los términos y condiciones aquí descritos han sido preparados y proporcionados en lengua española solamente para la conveniencia de las partes. La versión en lengua alemana de estos es definitiva, en caso de existir alguna inconsistencia en los diferentes significados entre la versión en lengua española y la versión en lengua alemana, la versión en lengua alemana prevalecerá sobre la versión española excluyéndola.
13. **Nulidad parcial**

La nulidad legal de una o más disposiciones de estas condiciones no afecta la validez de las disposiciones restantes.
14. **Almacenamiento de datos**

Los datos necesarios para la realización de la operación serán almacenados y comunicados a terceros en el marco de la tramitación del pedido, en caso necesario. Todos los datos referidos a personas recibirán naturalmente un trato confidencial de conformidad con lo dictado por las leyes concernientes a la protección de datos personales.

Условия продажи и поставки

- 1. Предоставление заказа: особые условия**
 - 1.1 Мы осуществляем поставки и предоставляем свои услуги исключительно на нижеследующих условиях и возможных особых условиях, с которыми заказчик будет ознакомлен.
 - 1.2 Общие условия заказчика действуют только в случае однозначного письменного подтверждения. Ни отсутствие возражения с нашей стороны, ни выполнение поставок или предоставление услуг не являются признанием сторонних условий заключения коммерческих сделок.
- 2. Предложение: тендерные документы**
 - 2.1 Наше предложение является свободным от обязательств, если противное не вытекает из подтверждения заказа.
 - 2.2 Мы сохраняем за собой право собственности и авторские права на рисунки, чертежи и других документы, предоставляемые заказчику. Заказчик не имеет права использовать их в любых целях, кроме указанных нами, и предоставлять доступ к ним третьим лицам. Это особенно касается письменных документов с пометкой «секретно». Для передачи таких документов третьим лицам заказчику требуется наше однозначное письменное согласие.
 - 2.3 Все данные, содержащиеся в каталогах, иллюстрациях, чертежах и прочих документах, являются свободными от обязательств.
 - 2.4 В отношении содержания и объема договора поставки определяющим является наше письменное подтверждение заказа. При этом письменный договор действителен даже в том случае, если он был передан при помощи средств телекоммуникации.
- 3. Цены**
 - 3.1 Цена товара определяется стоимостью товара, установленной заводом или складом, стоимостью упаковки и действующим на момент выставления счета налогом на добавленную стоимость (НДС), установленным законом.
 - 3.2 Мы сохраняем за собой право на изменение цен в связи со снижением или увеличением издержек после заключения договора, в частности, в связи с вступлением в силу тарифных соглашений или изменением цен на материалы. Соответствующие доказательства будут предоставлены по требованию заказчика.
- 4. Поставка**
 - 4.1 Соблюдение договорных сроков поставок предполагает своевременное поступление всех предоставляемых заказчиком документов, необходимых разрешений и подтверждений, в частности, подтверждений расчетов, а также соблюдение заказчиком договорных условий платежа и прочих обязательств. При невыполнении данных условий сроки поставки будут продлены соответствующим образом. Данное положение не действует в случаях, когда задержка происходит по нашей вине.
 - 4.2 Форс-мажорные обстоятельства, забастовки, беспорядки, административные меры, отсутствие поставки товара субпоставщиками и прочие непредвиденные, неотвратимые и весомые обстоятельства освобождают стороны договора от выполнения своих обязательств на срок действия препятствующих обстоятельств события и в объеме их действия. Данное положение не действительно, если такие обстоятельства наступают в тот момент времени, когда сторона договора, пострадавшая от их действия, уже просрочила выполнение своих обязательств. Стороны договора обязаны по возможности незамедлительно предоставить необходимую информацию и согласовать свои обязательства с учетом изменившихся обстоятельств в соответствии с торговыми традициями.
 - 4.3 Требования заказчика о возмещении ущерба в связи с задержкой выполнения поставки, в том числе по истечению назначенного нам срока поставки, не рассматриваются. Данное положение не действительно в случае умышленного нанесения вреда или преступной небрежности. За причинение ущерба жизни и здоровью и нанесение телесных повреждений предусматривается обязательная ответственность, не влекущая за собой изменение бремени доказывания не в пользу заказчика. Установленное законом право заказчика на отказ от договора сохраняется. В рамках существующего законодательства заказчик может отказаться от договора только в том случае, если задержка поставки произошла по нашей вине.
 - 4.4 Допускается осуществление частичных поставок. При задержке частичной поставки заказчик не может предъявлять права в отношении остальной части поставки за исключением тех случаев, когда частичная поставка не представляет для него интереса.
 - 4.5 Поставки осуществляются с завода или склада поставщика, если иное не было оговорено отдельно. Риск утраты или повреждения товара переходит на заказчика с момента уведомления о готовности к отгрузке и не позднее момента вывоза товара за пределы завода или склада. Данное положение действительно и в том случае, если транспортировку осуществляем мы. Транспортированное страхование осуществляется только на основании отдельного соглашения за счет заказчика.
 - 4.6 Разовая тара назад не принимается. Заказчик обязан утилизировать ее за собственный счет.
- 5. Поставка товаров субпоставщиками**

Мы имеем право на отсрочку и/или отмену выполнения обязательств по поставкам в случае несвоевременной или неправильной поставки товара субпоставщиками без нашей вины.
- 6. Ответственность за дефекты, обнаруженные в товаре**
 - 6.1 После получения товара заказчик обязан незамедлительно осмотреть товар на предмет наличия дефектов и заявить о них в письменном виде. Заказчик должен подать письменное заявление о скрытых дефектах непосредственно после их обнаружения.
 - 6.2 До принятия решения относительно предъявленной рекламации рекламационный товар не разрешается подвергать дальнейшей обработке. Нам должна быть предоставлена возможность проверить рекламационный товар на месте. Тем не менее, заказчик обязан передать нам рекламационный товар по требованию.
 - 6.3 Образцы товара предоставляются заказчику для его информирования и ознакомления с товаром. Их предоставление не отнимает у нас право на поставку в соответствии с принципами терпимости, принятыми в торговых отношениях.
 - 6.4 В случае обнаружения дефектов товара мы, по своему усмотрению, либо устраним дефект, либо заменим его товаром, не имеющим дефектов, если повреждение товара произошло до момента перехода рисков. Если устраним дефекты или заменить товар не возможно, заказчик имеет право – несмотря на пункт 9, описывающий возможные претензии на возмещение ущерба – уменьшить оплату за товар или отказаться от договора. Требования на возмещение издержек, связанных с устранением дефекта или заменой товара, в частности, транспортные, дорожные расходы, стоимость рабочей силы и сырья и материалов, исключены, если повышение издержек связано с перевозкой товара в иное место, чем местонахождение заказчика, за исключением тех случаев, когда такая перевозка связана с применением товара по назначению.
 - 6.5 Заказчик имеет законное право предъявить регрессный иск на основании статей 478 и 479 4 ГК только в том случае, если заказчик не заключил со своим покупателем соглашений, выходящих за рамки законных претензий по качеству. Размер регрессных требований заказчика к нам не может превышать покупной цены товара.
 - 6.6 Претензии по качеству не могут предъявляться в том случае, если дефект вызван нарушением рекомендаций по эксплуатации, техническому обслуживанию и монтажу, неподходящим или некавалифицированным применением, неправильным или небрежным обращением и естественным износом, а также вмешательством заказчика или третьих лиц в предмет поставки.
 - 6.7 Срок предъявления претензий по качеству составляет 24 месяца начиная с даты перехода рисков.
 - 6.8 Дефектные детали должны быть возвращены нам по требованию. При этом заказчик не несет расходов.
- 7. Условия оплаты**
 - 7.1 При отсутствии особой договоренности наши счета подлежат полной оплате при получении товара.
 - 7.2 При задержании оплаты заказчиком мы имеем право начислить пени за просрочку в размере 8 % сверх базовой процентной ставки.
 - 7.3 Право на взаимный зачет встречных требований заказчик имеет только тогда, когда его встречные требования установлены в законном порядке или признаны нами. Кроме того, данное право действительно только в том случае, если встречное требование заказчика основывается том же договорном отношении.
 - 7.4 При наличии нескольких непоплаченных счетов или долговых обязательств мы, несмотря на возможное отличие от нашего желание заказчика, имеем право определять последовательность оплаты.
 - 7.5 Если после заключения договора нам станут известны обстоятельства, вызывающие (на основе общепринятых банковских критериев) сомнения в платежеспособности заказчика, или если заказчик не произведет платеж в течение договорных сроков, после безрезультатного истечения уместного дополнительного срока мы имеем право производить невыполненные поставки или выполнять гарантийные обязательства только после предварительной оплаты.
- 8. Оговорка о сохранении права собственности на товар до полной оплаты его стоимости**
 - 8.1 Поставленный товар остается нашей собственностью до выполнения всех действующих требований и деловых отношениях между заказчиком и нами (товар с оговоркой о сохранении права собственности на товар до полной оплаты его стоимости). В случае возбуждения дела о неплатежеспособности заказчика мы сохраняем за собой право на отказ от договора. В случае нарушений обязательств заказчика, в частности, при просрочке платежа, мы имеем право на отказ от договора и возврат товара; при этом заказчик обязан выдать товар. Возврат товара или сохранение права собственности на товар до полной оплаты его стоимости не требует с нашей стороны отказа от договора. Данные действия и наложение ареста на товар, в отношении которого применено положение о сохранении права собственности до полной оплаты, не означают отказа от договора, если противное не было однозначно объявлено нами.

- 8.2 Заказчик обязан отдельно хранить и обозначать товар, являющийся собственностью продавца до полной оплаты его стоимости. Заказчик обязан аккуратно обращаться с таким товаром; в частности, он обязан застраховать его за собственный счет от ущерба в результате пожара, наводнения и кражи на сумму восстановительной стоимости товара. Технический осмотр и обслуживание товара должно производиться своевременно за счет заказчика.
 - 8.3 Заказчик не имеет права ни отдавать в залог, ни передавать другому лицу в качестве гарантии право собственности на товар, являющийся собственностью продавца до полной оплаты его стоимости. В случае ареста, конфискации или прочих распоряжений или вмешательства третьих лиц заказчик должен незамедлительно поставить нас в известность.
 - 8.4 Заказчик имеет право продавать дальше в надлежащем порядке товар, являющийся собственностью продавца до полной оплаты его стоимости; однако при этом он уступает нас все требования (в размере конечной суммы нашего требования), которые возникают из перепродажи по отношению к его покупателям или третьим лицам, независимо от того, продан ли такой товар без переработки или после нее. После уступки заказчик сохраняет право на взыскание этого требования. Это не затрагивает наше право самим взыскивать это требование. Мы обязуемся не взыскивать это требование до тех пор, пока заказчик выполняет свои обязательства по платежам из полученных доходов, не просрочивает платежи, не подав заявление о неплатежеспособности или не наблюдается прекращение платежей. Во всех вышеперечисленных случаях мы имеем право требовать предоставления сведений обо всех требованиях и должниках, а также других сведений, необходимых для взыскания, а также передачи соответствующих документов и информирования должников (третьих лиц) об уступке права требования.
 - 8.5 Заказчик осуществляет по нашему требованию переработку или обработку товара, являющегося нашей собственностью до полной оплаты стоимости, что не влечет за собой дополнительных обязательств с нашей стороны. При соединении, смешении, переконпоновке или переработке товара, являющегося нашей собственностью до полной оплаты стоимости, мы приобретаем право долевой собственности на новое имущество в пропорции, равной отношению стоимости товара, являющегося нашей собственностью до полной оплаты стоимости (конечная сумма счета), к стоимости других переработанных, смешанных или соединенных товаров на момент переработки, смешивания или соединения. В отношении имущества, возникшего в результате переработки или соединения, в остальном действует то же положение, что и в отношении товара, поставленного с оговоркой о сохранении продавцом права собственности на товар до полной оплаты его стоимости. Если смешивание происходит таким образом, что имущество заказчика можно рассматривать как основное, то передача нам права долевой собственности считается согласованной. Заказчик хранит для нас возникшую таким образом единоличную или долевую собственность. Если стоимость предоставленной нам гарантии превышает стоимость наших требований в общем на более чем 20 %, то мы можем по требованию заказчика уменьшить чрезмерную сумму гарантии. При этом право принятия такого решения остается за нами.
 - 8.7 Если условием действительности оговорки о сохранении продавцом права собственности на товар до полной оплаты его стоимости является регистрация и/или выполнение иных требований, то заказчик обязан за свой счет незамедлительно предпринять все необходимые для этого действия и сделать все необходимые сообщения. Если совокупность важных правовых норм не допускает договоренности о сохранении за продавцом права собственности на товар до полной оплаты его стоимости, заказчик обязан предоставить нам другие уместные гарантии при получении товарного кредита.
- 9. Прочие требования о возмещении ущерба**
 - 9.1 Требования заказчика о возмещении ущерба, не зависимо от их правового основания, в частности, в связи с нарушением обязательств, вытекающих из правовых отношений между кредитором и должником или другим недозволенным действием, исключаются.
 - 9.2 Данное положение не действительно, если за такие действия законом устанавливается обязательная ответственность, например, в соответствии с законом о качестве продукции, в случае умышленного нанесения вреда или преступной небрежности, за причинение ущерба жизни и здоровью, нанесение телесных повреждений, за нарушение важных договорных обязательств. Требование о возмещении ущерба за нарушение важных договорных обязательств ограничивается, однако, обычным для договоров предвидимым ущербом, кроме тех случаев, когда имеет место умышленное нанесение вреда или преступная небрежность, или установлена ответственность за причинение ущерба жизни и здоровью, а также нанесение телесных повреждений. Изменение бремени доказывания не в пользу заказчика с вышеперечисленными условиями не связано.
 - 9.3 Заказчик теряет право на предъявление требований на основании настоящего раздела 9, по истечению действующего в отношении претензий по качеству срока давности, указанному в разделе 6.7, если это не противоречит положениям действующего законодательства.
 - 9.4 Насколько наша ответственность по возмещению ущерба исключена или ограничена, настолько данное положение это относится и к личной ответственности наших сотрудников, представителей и доверенных лиц.
 - 10. Права третьих лиц**
 - 10.1 Если третье лицо выставляет заказчику справедливую претензию в связи с нарушением его прав на промышленную собственность или авторских прав (права на защиту результатов умственного труда) поставленным нами и используемым в соответствии с договором товаром, то мы несем следующую ответственность перед заказчиком.
 - 10.1.1 Мы по собственному выбору за свой счет либо приобретем право использования товара, либо изменим товар таким образом, что право на промышленную собственность не будет нарушено, либо заменим товар. Если это не будет возможно на разумных условиях, мы обязаны забрать продукт назад с возмещением продажной цены.
 - 10.1.2 Вышеуказанные обязательства действительны только в том случае, если заказчик незамедлительно письменно уведомляет нас о предъявленных к нему третьим лицом нарушениях, не признает нарушения и сохраняет за нами право на принятие всех мер по защите прав и проведение переговоров с целью достижения мирового соглашения. Если заказчик приостанавливает использование продукта с целью ограничения ущерба или по другим важным причинам, он обязан указать третьему лицу на то, что приостановка использования не связана с признанием нарушения его прав на промышленную собственность.
 - 10.2 Требования заказчика исключены, если нарушение прав на промышленную собственность произошло по его вине или если эти нарушения вызваны выполнением заказчиком государственного задания, непредвиденным нами использованием товара, изменением товара заказчиком или использованием его совместно с товарами, которые не были предоставлены нами.
 - 10.3 В случаях, указанных в пункте 10.2, заказчик освобождает нас от требований со стороны третьих лиц.
 - 10.4 Более широкие требования к нам исключаются. Тем не менее, данное положение не влияет ни на пункт 9 («Прочие требования о возмещении ущерба»), ни на право заказчика на отказ от договора.
 - 10.5 При наличии прочих правовых расхождений действуют положения, указанные в разделе 6.
 - 11. Технологическая оснастка, инструменты, формовочный инструмент**
 - 11.1 Если заказчик предоставляет в наше распоряжение технологическую оснастку (например, инструменты, кокилы, формы или штампы), то они должны поставяться бесплатно. Мы не берем на себя ответственность за их поломку, ухудшение или неполный возврат и вытекающий из этого ущерб (за исключением случаев преступной небрежности или умышленного нанесения вреда). Данное положение не действует, если законом устанавливается обязательная ответственность.
 - 11.2 Когда технологическая оснастка изготавливается или приобретается нами по поручению заказчика, то мы включаем в счет соответствие издержки, в случае отливки – и на инструмент второго поколения. При неполном использовании инструмента заказчик берет на себя непокрытые издержки, в том числе и на прочие типизированные устройства. Издержки на модели всегда покрываются в полном объеме за счет заказчика. Технологическая оснастка остается нашей собственностью. Мы не обязаны выдавать ее заказчику. Это относится также к инструментам второго поколения.
 - 11.3 Заказчик не имеет права передавать третьим лицам выданные чертежи и документы, а также сообщать о наших предложениях о выгодном конструировании и изготовлении деталей. Данные чертежи и документы могут быть затребованы нами назад в любое время.
 - 12. Место исполнения, разрешения возникающих споров, применимое право**
 - 12.1 Местом исполнения платежного обязательства заказчика является Неккарзальм, для наших обязательств также – местонахождение завода или склада поставщика.
 - 12.2 Все возникающие по данному договору споры будут рассматриваться в г. Хайльбронн. Мы имеем также право предъявить иск к заказчику и по месту его подданности.
 - 12.3 Все правоотношения между заказчиком и нами регулируются исключительно имущественным правом Федеративной Республики Германии за исключением коллизионного права; конвенция ООН о контрактах о международной торговле товарами (CISG) не действует. Для толкования условий поставки используются формы торговых условий INCOTERMS в действующей редакции.
 - 13. Частичная недействительность**

Правовая недействительность отдельных положений договора не затрагивает действительность остальных положений.
 - 14. Запись данных**

Данные, необходимые для осуществления сделки, будут записываться и при необходимости передаваться третьим лицам в рамках выполнения заказа. В соответствии с положениями федерального закона о защите информации будет соблюдаться конфиденциальность личных данных.

Условия продажи и поставки фирмы «MS Motor Service International GmbH», состояние на 01/2003

¹ CISG = Convention on Contracts for the International Sale of Goods = Конвенция о контрактах о международной торговле товарами



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