

**YANMAR**  
***SERVICE MANUAL***

***MARINE DIESEL ENGINE***

MODEL **2QM15**

# Model 2QM15

## CHAPTER 1 GENERAL

1. Exterior Views	1-1
2. Specifications	1-2
3. Principal Construction	1-3
4. Performance Curves	1-4
5. Features	1-5
6. Sectional Views	1-6
7. Exterior Views	1-7
8. System Diagrams	1-8
9. Standard Accessories	1-15
10. Optional Accessories	1-16

## CHAPTER 2 BASIC ENGINE

1. Cylinder Block	2-1
2. Cylinder Liner	2-2
3. Cylinder Head	2-5
4. Piston	2-15
5. Connecting Rod	2-19
6. Crankshaft	2-22
7. Camshaft	2-26
8. Timing Gear	2-29

## CHAPTER 3 FUEL SYSTEM

1. Construction	3-1
2. Injection Pump	3-2
3. Injection Nozzle	3-11
4. Fuel Filter	3-14
5. Fuel feed pump	3-15
6. Fuel Tank	3-16

## CHAPTER 4 GOVERNOR

1. Governor	4-1
2. Injection Limiter	4-6
3. No-Load Maximum Speed Limiter	4-7
4. Engine Stop Spring	4-8

## CHAPTER 5 INTAKE AND EXHAUST SYSTEMS

1. Intake and Exhaust Systems	5-1
2. Intake Silencer	5-2
3. Exhaust System	5-3
4. Breather Pipe	5-4

## CHAPTER 6 LUBRICATION SYSTEM

1. Lubrication System	6-1
2. Oil Pump	6-3
3. Oil Filter	6-5
4. Oil Pressure Regulator Valve	6-6
5. Oil Pressure Measurement	6-7

## CHAPTER 7 COOLING SYSTEM

1. Cooling System	7-1
2. Water Pump	7-3
3. Thermostat	7-7
4. Anticorrosion Zinc	7-8
5. Kingston Cock	7-9
6. Bilge Strainer	7-10

## CHAPTER 8 REDUCTION AND REVERSING GEAR

1. Construction	8-1
2. Installation	8-5
3. Operation and Maintenance	8-6
4. Inspection and Servicing	8-7
5. Disassembly	8-12
6. Reassembly	8-16

## CHAPTER 9 REMOTE CONTROL SYSTEM

1. Construction	9-1
2. Clutch Regulator One-handle Remote Control	9-2
3. Decompression Remote Control	9-4
4. Engine Stop Remote Control	9-5

## CHAPTER 10 ELECTRICAL SYSTEM

1. Composition	10-1
2. Battery	10-3
3. Starter Motor	10-6
4. Alternator	10-13
5. Alarm Circuit	10-23

## CHAPTER 11 INSTALLATION AND FITTING OUT

1. Propeller Selection	11-1
2. Engine Installation	11-2
3. Stern Equipment	11-6
4. Interior Piping and Wiring	11-10
5. Front Power Take-Off	11-15

## CHAPTER 12 OPERATING INSTRUCTIONS

1. Fuel Oil And Lubricating Oil	12-1
2. Engine Operating Instructions	12-8
3. Troubleshooting And Repair	12-12

## CHAPTER 13 DISASSEMBLY AND REASSEMBLY

1. Disassembly And Reassembly Precautions	13-1
2. Disassembly And Reassembly Tools	13-2
3. Other	13-6
4. Disassembly	13-7
5. Reassembly	13-15
6. Tightening Torque	13-24
7. Packing Supplement and Adhesives	13-26

## CHAPTER 14 INSPECTION AND SERVICING

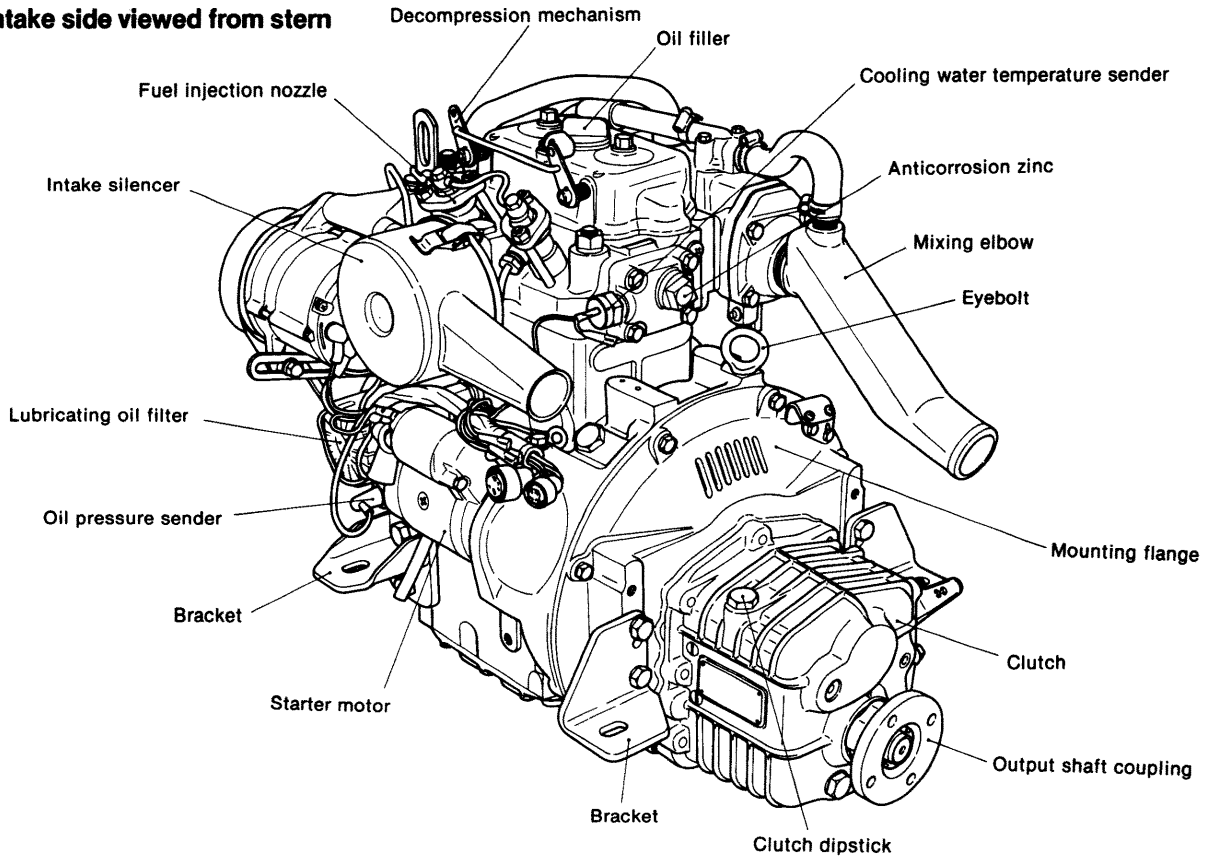
1. Periodic Inspection and Servicing	14-1
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CHAPTER 1  
**GENERAL**

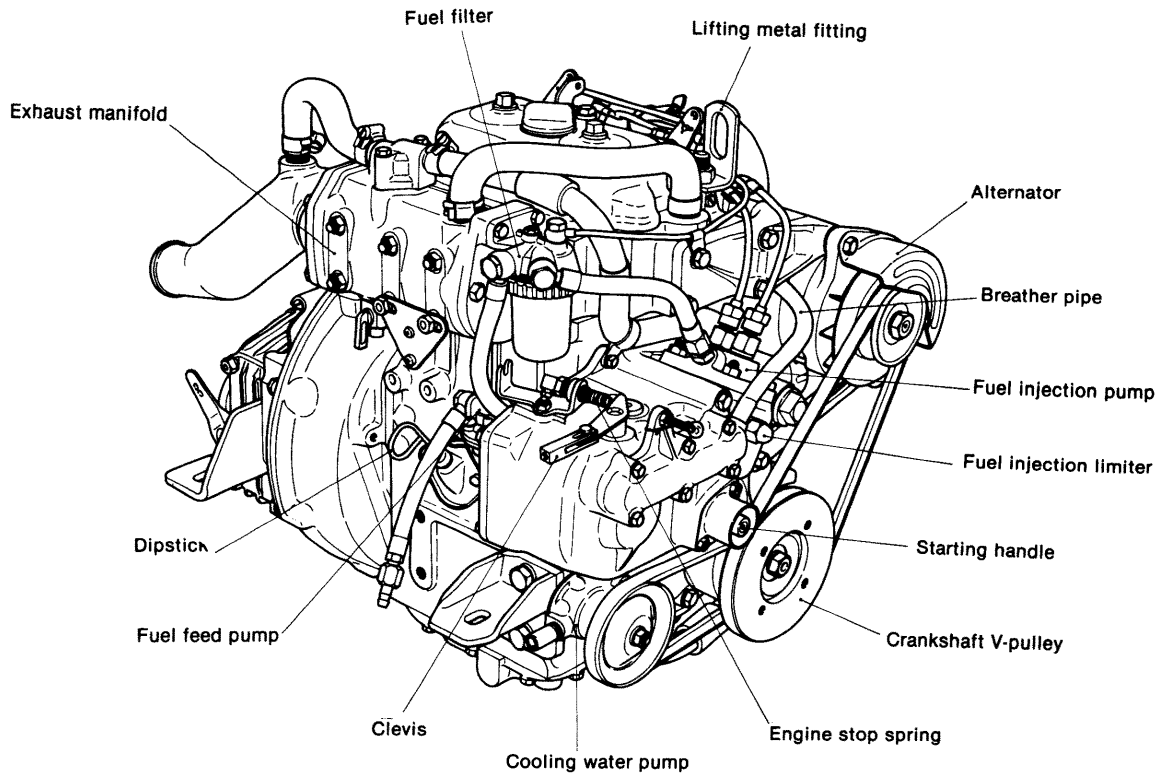
1. Exterior Views .....	1-1
2. Specifications .....	1-2
3. Principal Construction .....	1-3
4. Performance Curves .....	1-4
5. Features .....	1-5
6. Sectional Views .....	1-6
7. Exterior Views .....	1-7
8. System Diagrams .....	1-8
9. Standard Accessories .....	1-15
10. Optional Accessories .....	1-16

# 1. Exterior Views

1-1 Intake side viewed from stern



1-2 Exhaust side viewed from bow



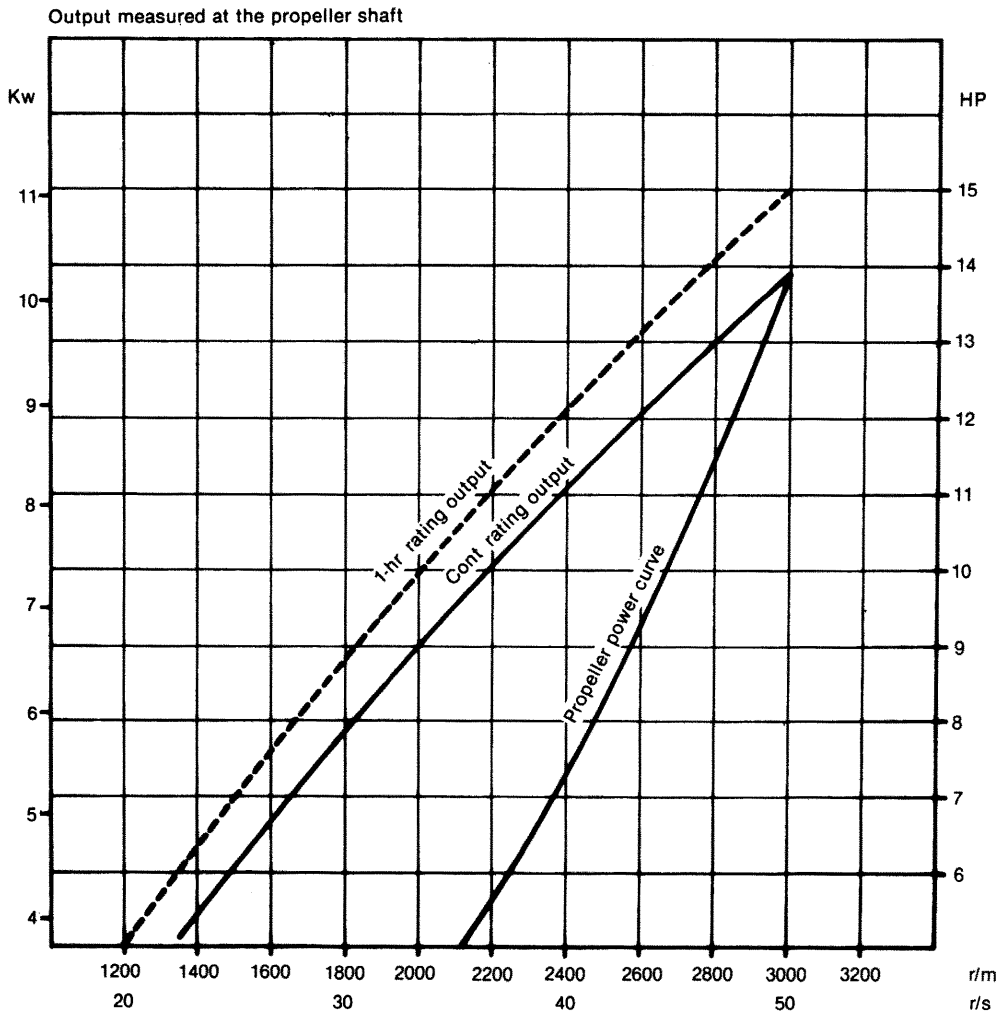
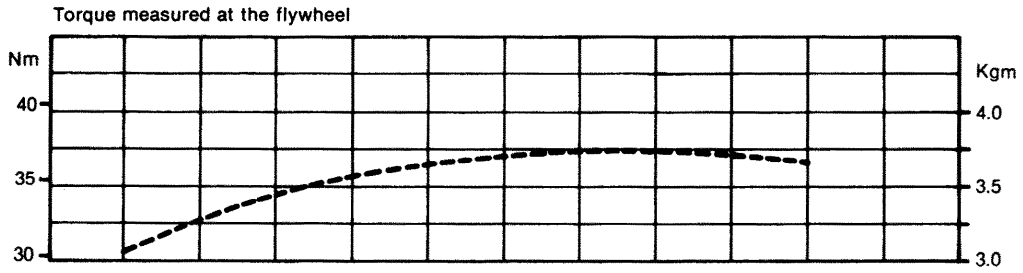
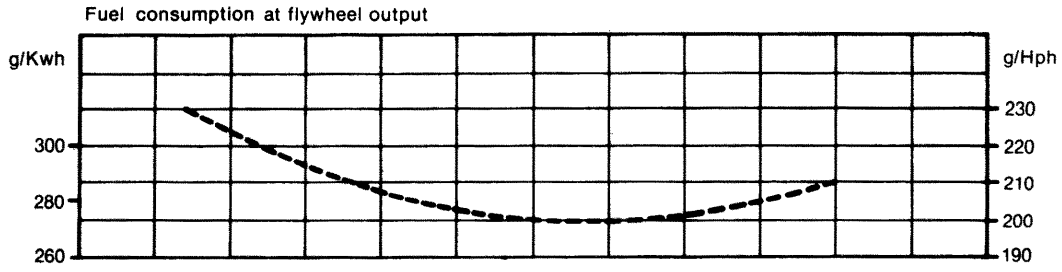
## 2. Specifications

Model			2QM15	2QM15G
Type			Vertical 4-cycle water-cooled diesel engine	
Combustion chamber			Precombustion type	
Number of cylinders			2	
Bore × stroke		mm	75 × 75	
Displacement		ℓ	0.662	
Continuous rated output (DINA)	Output/crankshaft speed	HP/rpm	14/3000	
	Brake mean effective pressure (BMEP)	kg/cm <sup>2</sup> /m/s	6.34/7.5	
	Propeller speed	rpm	1400	1060
One hour rating (DINB)	Output/crankshaft speed	HP/rpm	15/3000	
	Brake mean effective pressure (BMEP)	kg/cm <sup>2</sup> /m/s	6.80/7.5	
	Propeller speed	rpm	1400	1060
Compression ratio			23:1	
Fuel injection timing		deg	bTDC 27	
Fuel injection pressure		kg/cm <sup>2</sup>	160 ±10	
Engine weight (dry)		kg	145	
Power takeoff position			Flywheel side	
Direction of rotation	Crankshaft		Counterclockwise (viewed from clutch side)	
	Propeller shaft		Clockwise (viewed from clutch side)	
Cooling system			Sea water forced cooling (rubber impeller water pump)	
Lubrication system			Closed forced lubrication	
Starting system			Electric and manual	
Reduction gear system			Spur gear constant-mesh system	
Clutch			Wet multi-disc mechanical type	
Reduction ratio	Ahead		2.14	2.83
	Astern		2.50	2.50
Engine size	Overall length	mm	698	
	Overall width	mm	452	
	Overall height	mm	553	
Lubricating oil capacity (rake angle 8°)	Total	ℓ	2.5	
	Effective	ℓ	1.0	
Clutch	Total	ℓ	0.7	

## 3. Principal Construction

Group	Part	Construction
Engine block	Cylinder block	Integrally-cast water jacket and crankcase
	Cylinder liner	Wet type coated with anticorrosion paint
	Main bearing	Metal housing type
	Oil sump	Oil pan
Intake and exhaust systems and valve mechanism	Cylinder head	Integrated two-cylinder
	Intake and exhaust valves	Poppet type, seat angle 90°
	Exhaust manifold	Integral water-cooled type
	Exhaust silencer	Water-cooled mixing elbow type (optional)
	Valve mechanism	Overhead valve push rod, rocker arm system
	Intake silencer	Round polyurethane sound absorbing type
Main moving elements	Crankshaft	Stamped forging
	Flywheel	Attached to crankshaft by flange, with ring gear
	Piston	Oval type
	Piston pin	Floating type
	Piston rings	3 compression rings, 1 oil ring
Lubrication system	Oil pump	Trochoid pump
	Oil filter	Full-flow cartridge type, paper element
	Oil level gauge	Dipstick
Cooling system	Water pump	Rubber impeller type
	Thermostat	Wax pellet type
Bilge system	Bilge pump	Rubber impeller (tandem type) combined with C.W. pump (optional)
Fuel system	Fuel injection pump	Bosch integral 2-cylinder type
	Fuel injection valve	530 semi-throttle valve
	Fuel strainer	Filter paper
Governor	Governor	Centrifugal all-speed mechanical type
Starting system	Electric	Pinion ring gear type starter motor
	Manual	Camshaft starting
Electrical system	Charger	Alternator (with built-in IC regulator)
Reduction reversing	Reduction gear	Spur gear constant-mesh system
Clutch system	Clutch	Wet multi-disc mechanical type

# 4. Performance Curves



The engine flywheel output is approx. 4% higher.

## 5. Features

### 1. Superior combustion performance

The unique Yanmar swirl precombustion chamber combustion system and new cooling system display superior combustion performance in all types of operation. Low-speed, low-load combustion performance, especially demanded for marine applications, is also superb, and stable performance is maintained over a wide range of speeds. Since starting characteristics are also excellent and warm-up is fast, full engine performance can be obtained within a short time.

### 2. Low operating costs

Excellent combustion and low friction reduce fuel costs, while the optimized piston shape and ring configuration and improved cooling system reduce oil consumption. Continuous operating time has been extended and operating costs reduced through improved durability.

### 3. Compact, lightweight

The cylinder head is an integrally-cast two cylinder type, and the crankshaft is the housing type without an intermediate bearing. Minimum weight has been pursued for each engine part, and a reduction reversing gear employing a special new mechanism has been incorporated to obtain revolutionary engine lightness.

### 4. Long term continuous operation

Improved durability has been achieved by adopting special construction and materials for main moving parts and the valve mechanism, which are the areas most subject to trouble in high-speed engines. Moreover, a bypass system with a thermostat maintains the cooling water at a stable high temperature, resulting in reduced cylinder liner and piston ring wear, reduced thermal load around the combustion chamber, and substantially improved durability. Long-term continuous operation is possible by correct operation and proper attention to fuel and lubricating oil.

### 5. Low vibration

Vibration has been reduced by minimizing the weights of the pistons, connecting rods, and other sources of vibration, stringent weight management at assembly, and balancing of the flywheel, V-pulley, etc. Vibration has also been suppressed through the adoption of a special cylinder block rib construction and improved rigidity. Rubber shock mounts are available when the engine is to be used under conditions which may lead to severe vibration.

### 6. Quiet operation

Intake and exhaust noises have been lowered by adopting an intake silencer, water-cooled exhaust manifold and water mixing elbow type exhaust system.

The precombustion chamber system and semi-throttle type injection valve suppress combustion noise substantially. Moreover, gear noise has been reduced by the use of helical gears around the gear train and clutch gear, and by the buffering effect of a damper disc.

In addition, noise prevention measures have also been taken at the control valve mechanism and other parts.

### 7. Superior matching to the hull

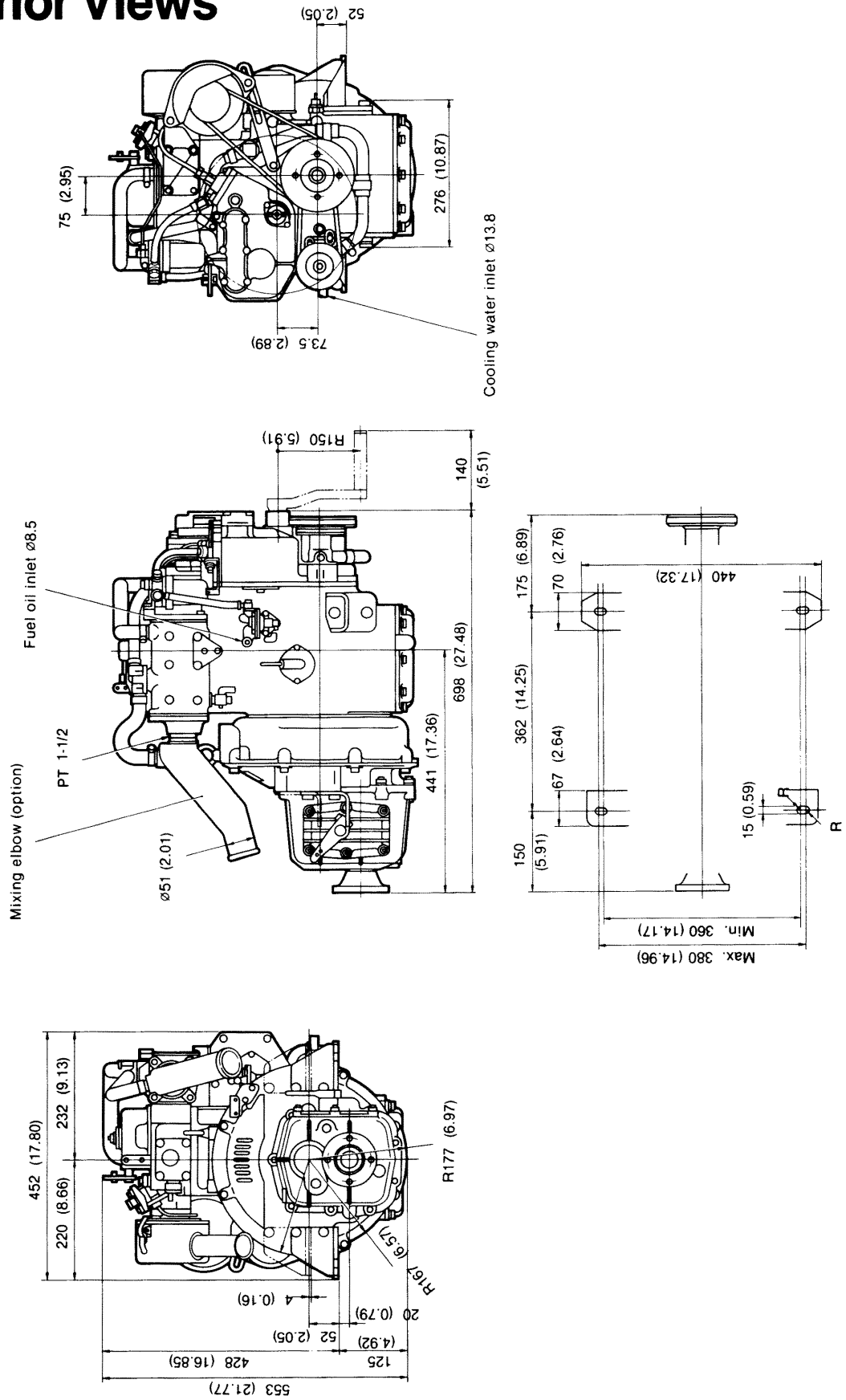
- (1) Four-point support engine installation feet make installation easy.
- (2) Mist intake system prevents contamination of the engine room.
- (3) Since the fuel pump is mounted to the engine, the fuel tank can be installed anywhere.
- (4) Water-cooled manifold prevents a rise in the engine temperature.
- (5) Independent type instrument panel can be installed wherever it is easiest to see.
- (6) Speed, clutch forward and reverse, decompression and engine stop can all be remotely controlled.
- (7) The use of rubber and vinyl hoses for ship interior piping not only facilitates piping work, but also eliminates brazing faults caused by vibration.
- (8) Tandem type cooling water/bilge pump is available as an option.

### 8. Easy to operate

- (1) Cooling water temperature switch and lubricating oil pressure switch are provided, and alarm lamps and buzzer are mounted on the instrument panel.
- (2) Threaded hole in the V-pulley permits front power take-off.
- (3) Hole for manual starting handle permits manual starting.
- (4) Positive clutch engagement and disengagement; propeller shaft does not rotate when clutch is placed in Neutral position.

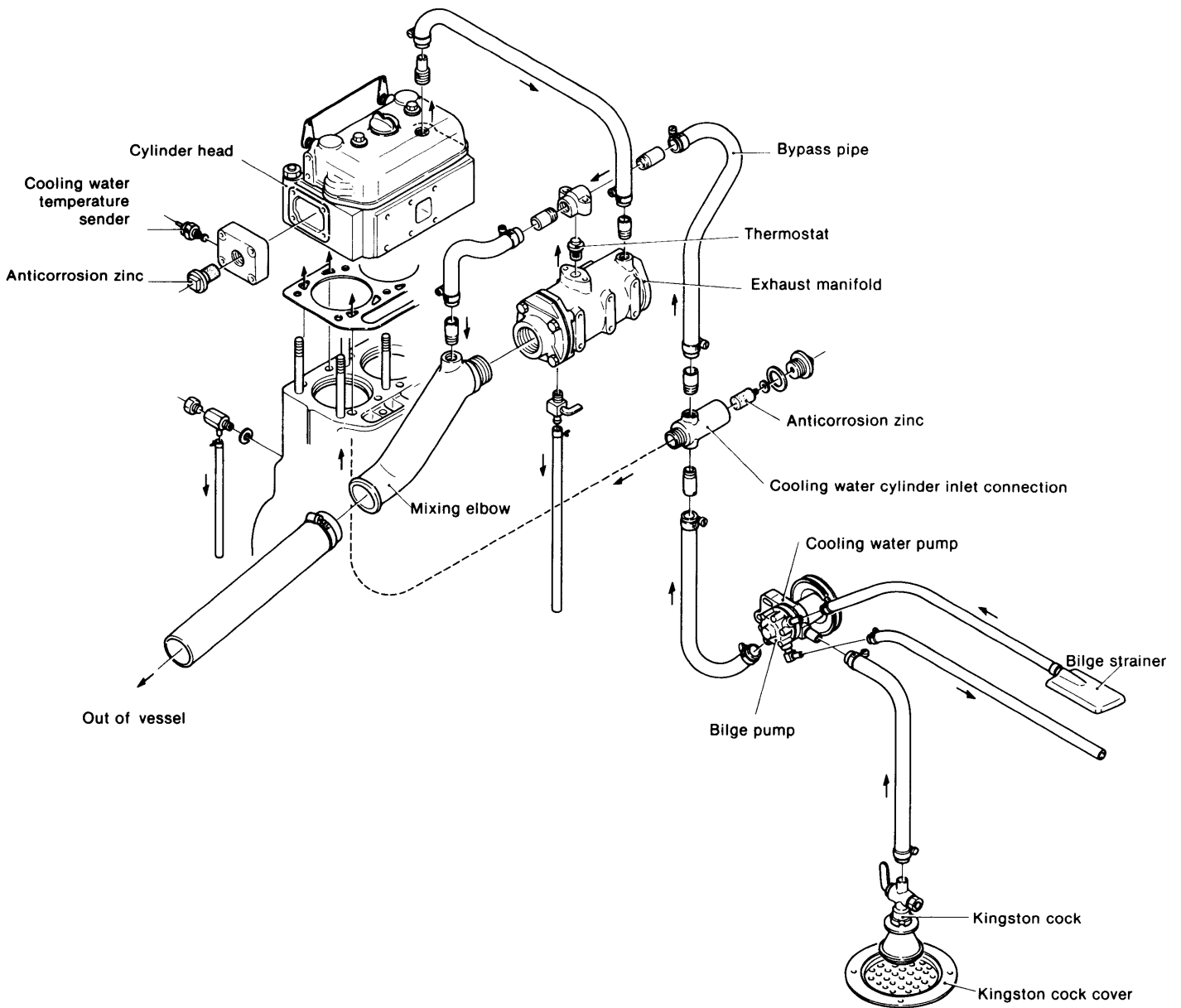


# 7. Exterior Views

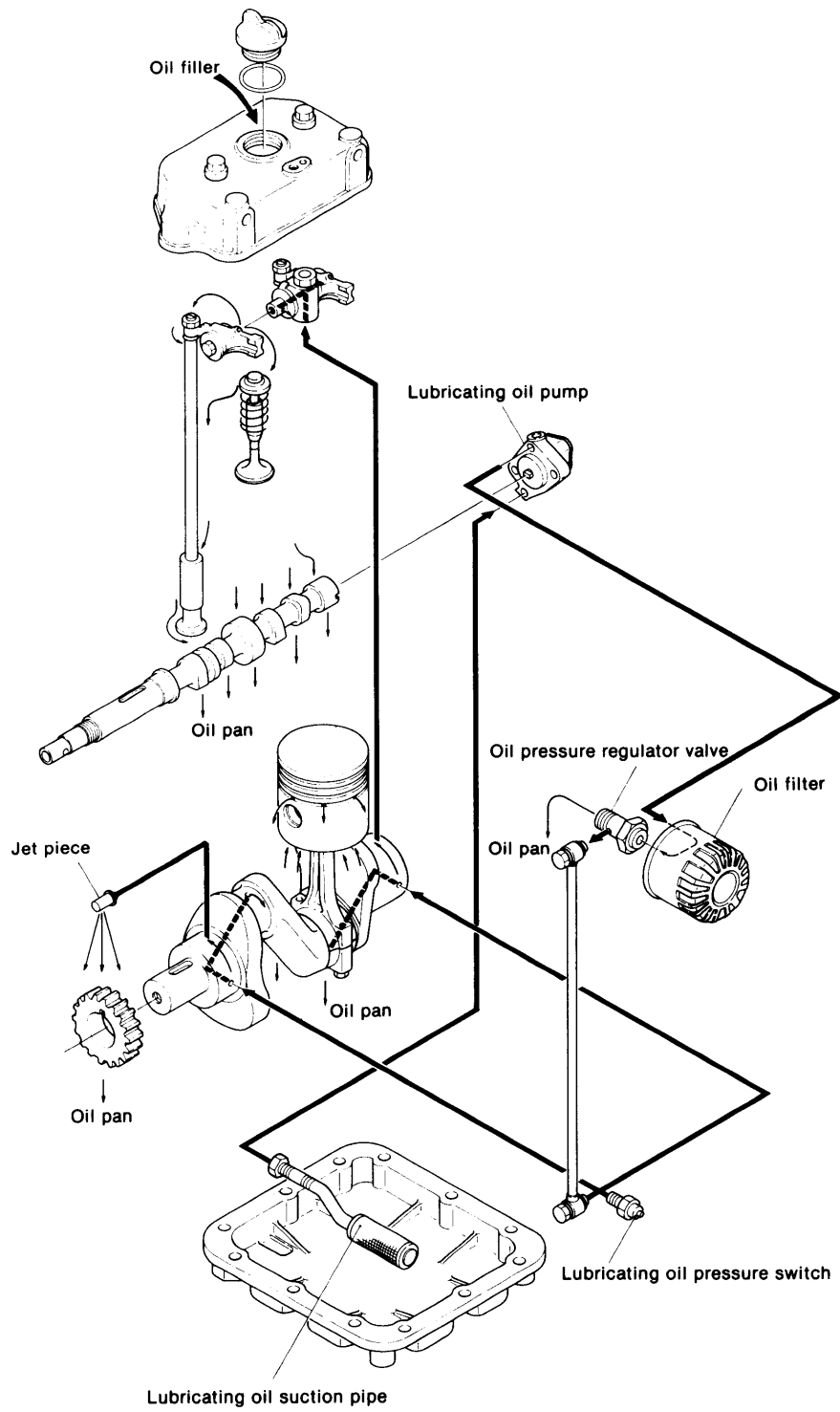


# 8. System Diagrams

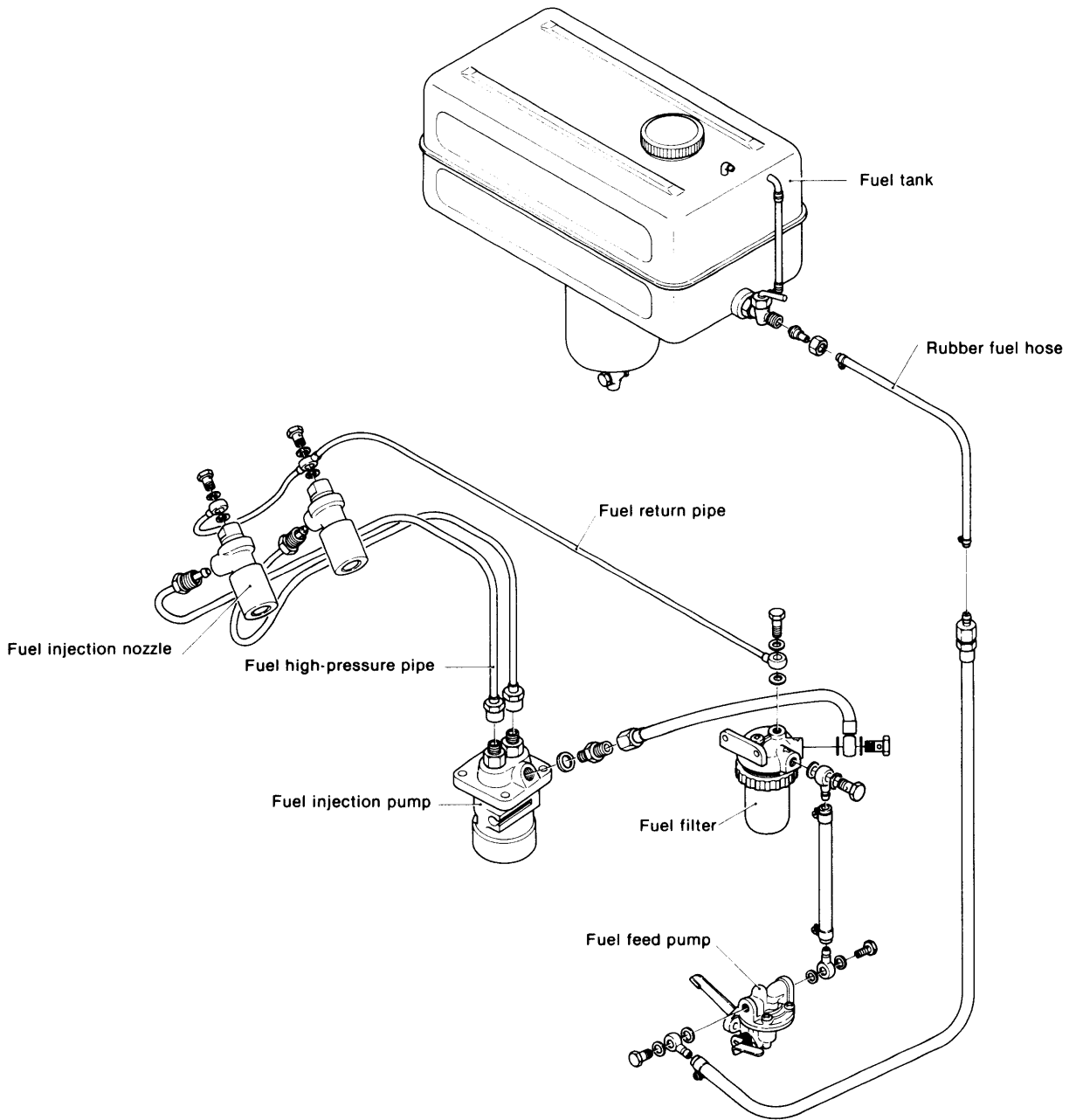
## 8-1 Cooling system



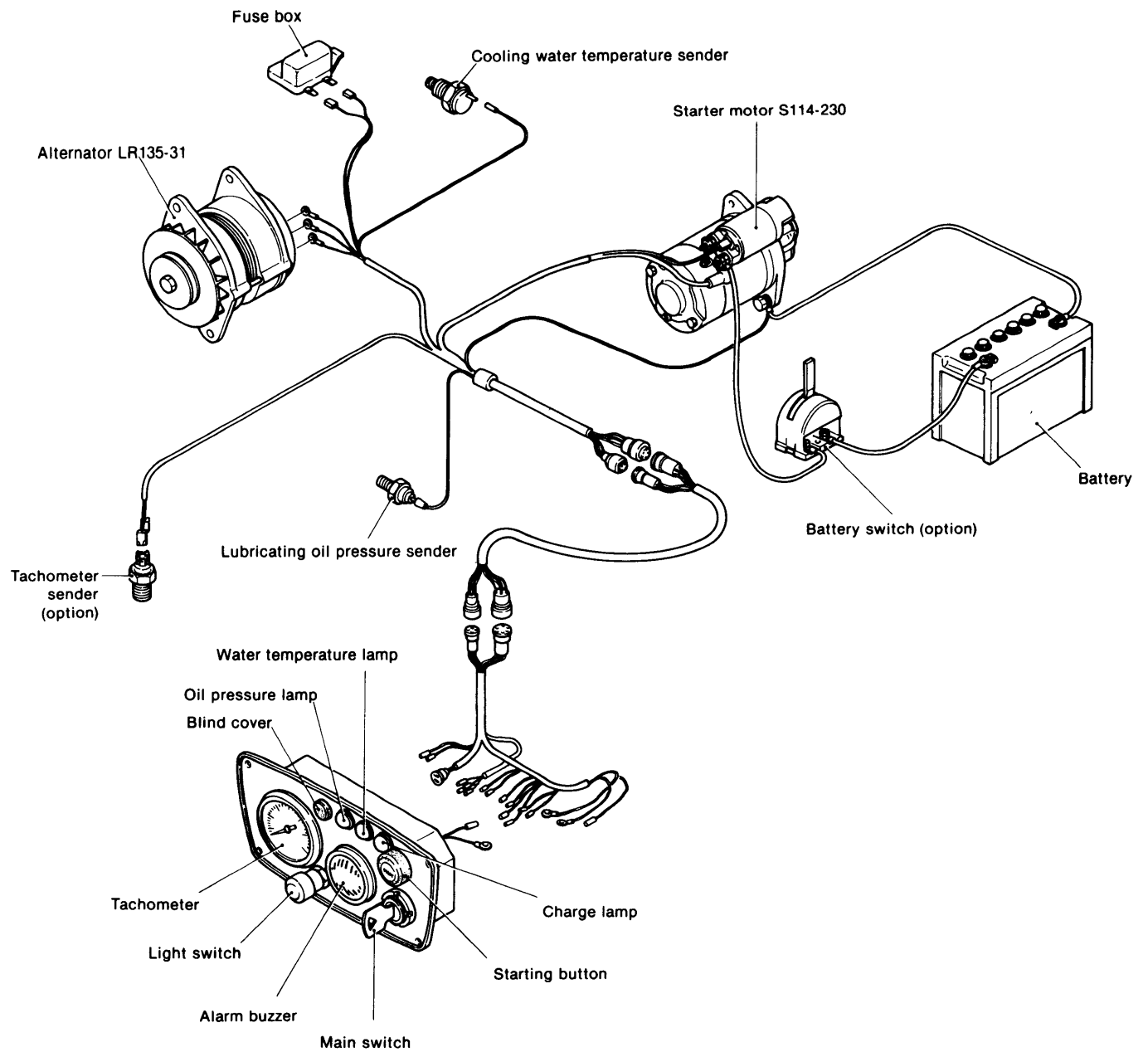
8-2 Lubrication system



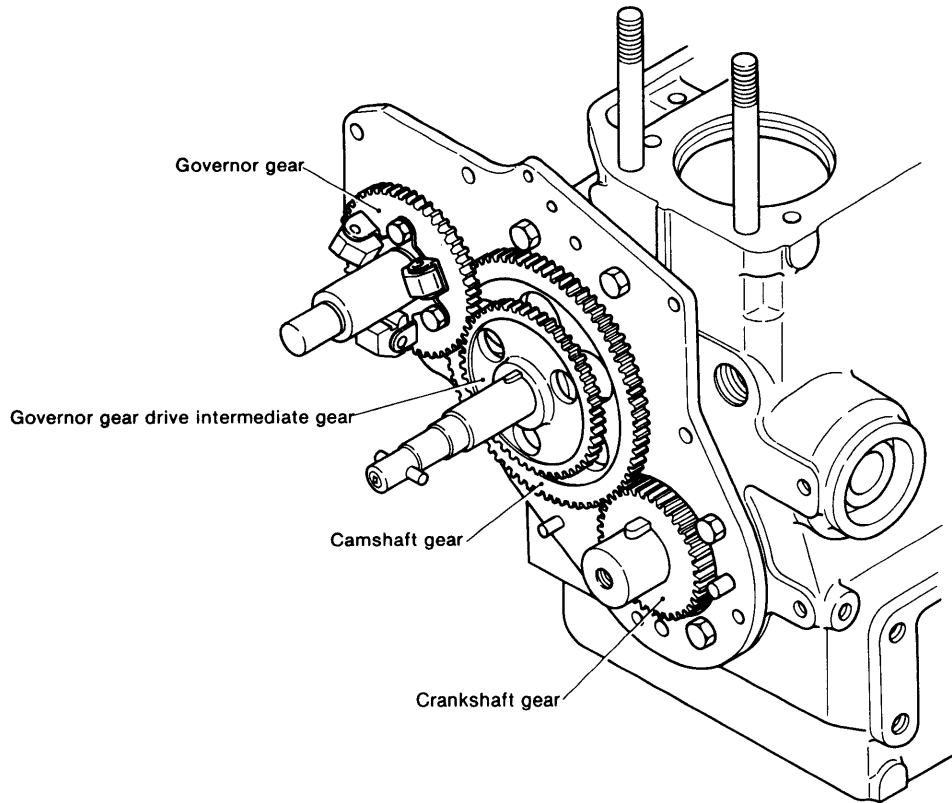
8-3 Fuel system



8-4 Electrical system

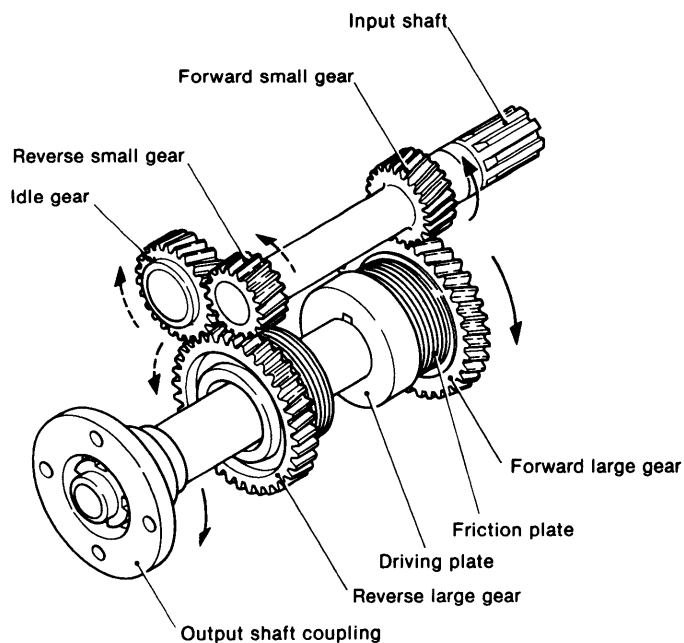


8-5 Timing gear train

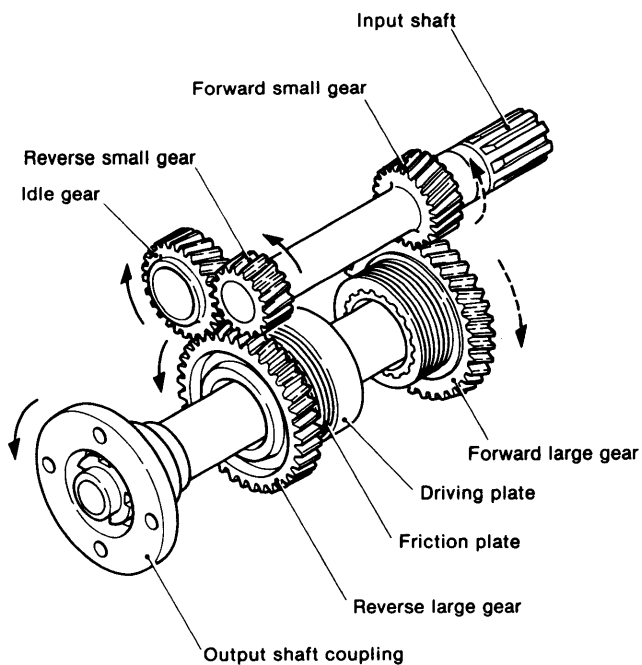


8-6 Reduction reversing power transmission system

Forward

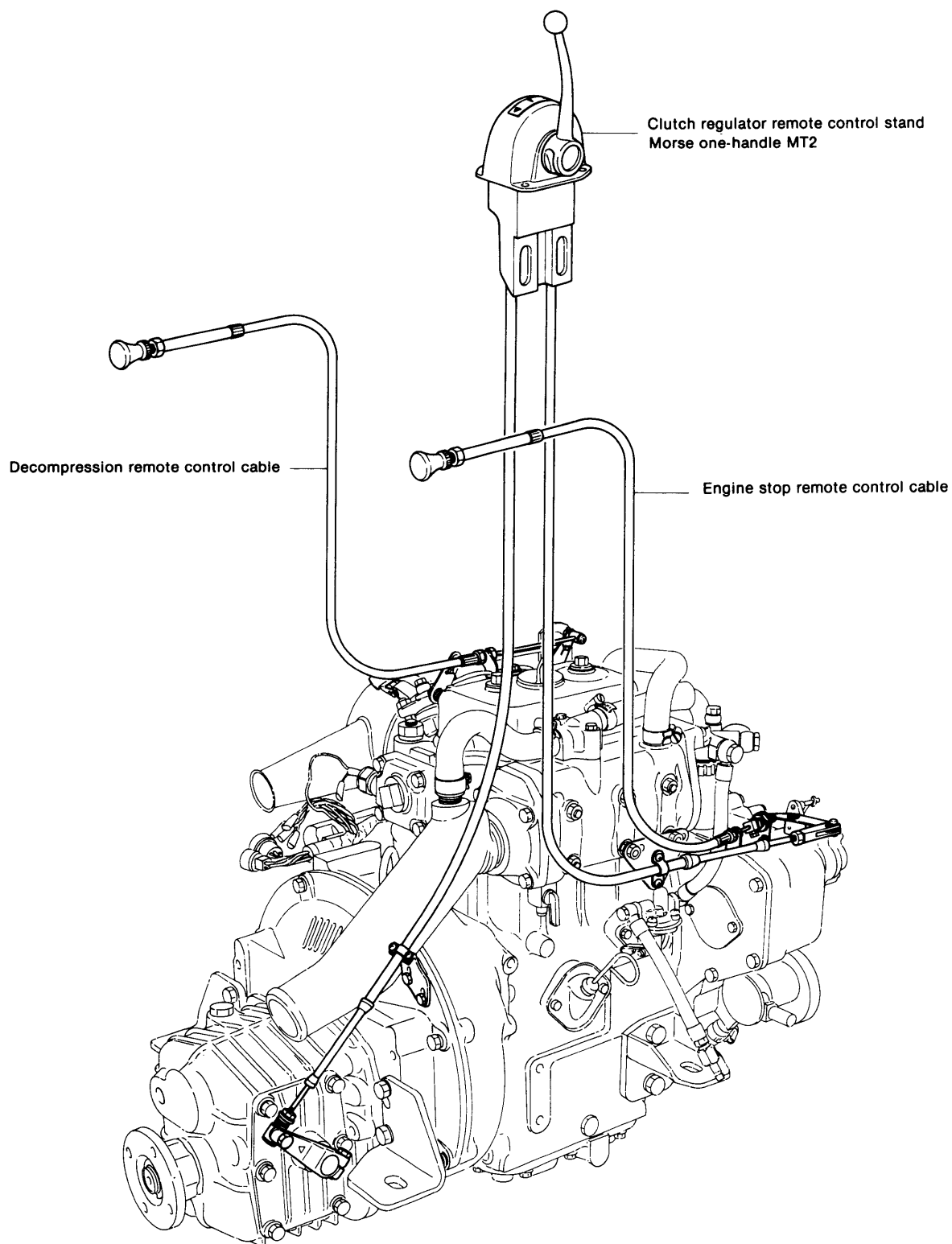


Reverse



→ Driving  
- - - - - Idling

8-7 Remote control system





## 9. Standard Accessories

### 9-1 Parts packed with engine

The parts packed with the engine are listed below.

Part name	Remarks
Instrument panel ass'y	
Starting handle	
Tool box	
Operating manual	

### 9-2 Parts mounted on engine

The parts mounted to the engine are listed below.

Part name	Remarks
Intake silencer	
Exhaust manifold	
Water pump	
Feed pump	
Fuel strainer	
Oil strainer	
Oil pressure switch	
Water temperature switch	
Thermostat	
Starter motor	
Alternator (with ICR)	
Wiring harness	
Speed remote control bracket	
Engine stop remote control bracket	
Engine stop device	
Clutch remote control bracket (bow)	
Decompression remote control bracket	
Fuse box	

# 10. Optional Accessories

## 10-1 Parts mounted to engine

The parts mounted to the engine are listed below.

Part name	Remarks
Tachometer sender	Hex plug M18 unnecessary
Bilge pump	
Mixing elbow	
U-type mixing elbow	
Alternator (with ICR) 55A	Alternator 35A unnecessary

## 10-2 Parts packed with engine

The parts packed with the engine are listed below.

Part name	Remarks
Decompression remote control cable ass'y	
Rubber shock mounts (fixed type), flexible coupling	
Rubber shock mounts (adjustable type), flexible coupling	
Fuel tank ass'y	
Evacuation pump	
Bilge strainer and accessories	
Kingston cock and accessories	
Battery switch	
Shaft coupling (solid type) and accessories	
Shaft coupling (slit type) and accessories	
Extension wiring harness, 3m	
Extension wiring harness, 6m	
Tachometer	
Stop remote control cable ass'y	
Clutch remote control bracket (stern)	
Morse one handle control	Need remote control cable, 4m × 2
Open wire	
Special disassembly tools	
Spare parts kit	
Packing kit	

## CHAPTER 2

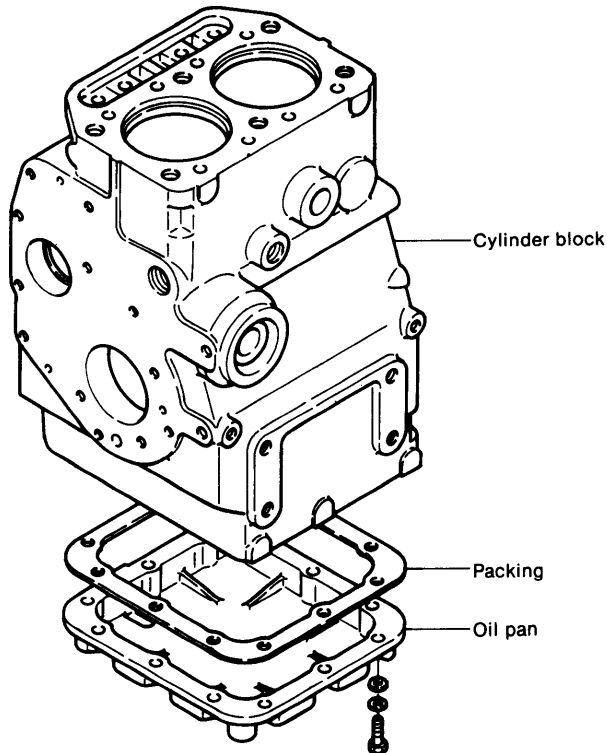
# BASIC ENGINE

1. Cylinder Block.....	2-1
2. Cylinder Liner .....	2-2
3. Cylinder Head .....	2-5
4. Piston .....	2-15
5. Connecting Rod .....	2-19
6. Crankshaft.....	2-22
7. Camshaft.....	2-26
8. Timing gear.....	2-29

# 1. Cylinder Block

## 1-1 Construction

The cylinder block is a high-quality cast iron casting, with integral cylinders and deep skirt crankcase construction. As a result of stress analyses, the shape and thickness of each part has been optimized, and special ribs employed which not only increase the strength and rigidity of the block, but also reduce noise.



## 1-2 Cylinder block inspection

### 1-2.1 Inspecting each part for cracks

If the engine has been frozen or dropped, visually inspect it for cracks and other abnormalities before disassembling. If there are any abnormalities or the danger of any abnormalities occurring, make a color check.

### 1-2.2 Inspecting the water jacket of the cylinders for corrosion

Inspect the cooling water passages and cylinder liner contact parts for sea water corrosion, scale, and rust. Replace the cylinder body if corrosion, scale or rust is severe.

Cylinder body jacket corrosion depth limit: 1.5mm

### 1-2.3 Cylinder head bolts

Check for loose cylinder head bolts and for cracking caused by abnormal tightening, either by visual inspection or by a color check.

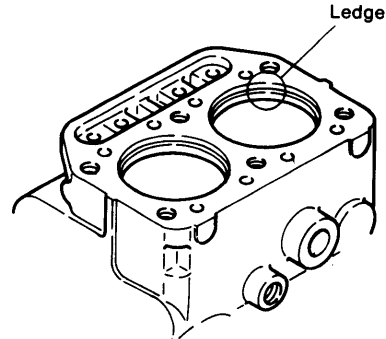
Replace the cylinder block if cracked.

### 1-2.4 Oil and water passages

Check the oil and water passages for clogging and build-up of foreign matter.

## 1-2.5 Cylinder bore and ledge

Perform a color check on the ledge at the top of the cylinder head bore, and replace the cylinder if any cracks are detected.



## 1-2.6 Color check flaw detection procedure

- (1) Clean the inspection point thoroughly.
- (2) Procure the dye penetration flaw detection agent. This agent comes in spray cans, and consists of a cleaner, penetrant, and developer in one set.



- (3) Pretreat the inspection surface with the cleaner. Spray the cleaner directly onto the inspection surface, or wipe the inspection surface with a cloth moistened with the cleaner.
- (4) Spray the red penetrant liquid onto the inspection surface. After cleaning the inspection surface, spray the red penetrant (dye penetration flaw detection agent) onto it and allow the liquid to penetrate for 5-10 minutes.  
If the penetrant fails to penetrate the inspection surface because of the ambient temperature or other conditions, allow it to dry and respray the inspection surface.
- (5) Spray the developer onto the inspection surface. After penetration processing, remove the residual penetrant from the inspection surface with the cleaner, and then spray the developer onto the inspection surface. If the inspection surface is flawed, red dots or lines will appear on the surface within several minutes. When spraying the developer onto the inspection surface, hold the can about 30—40cm from the surface and sweep the can slowly back and forth to obtain a uniform film.
- (6) Reclean the inspection surface with the cleaner.



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