

MACK® MP8 DIESEL ENGINE

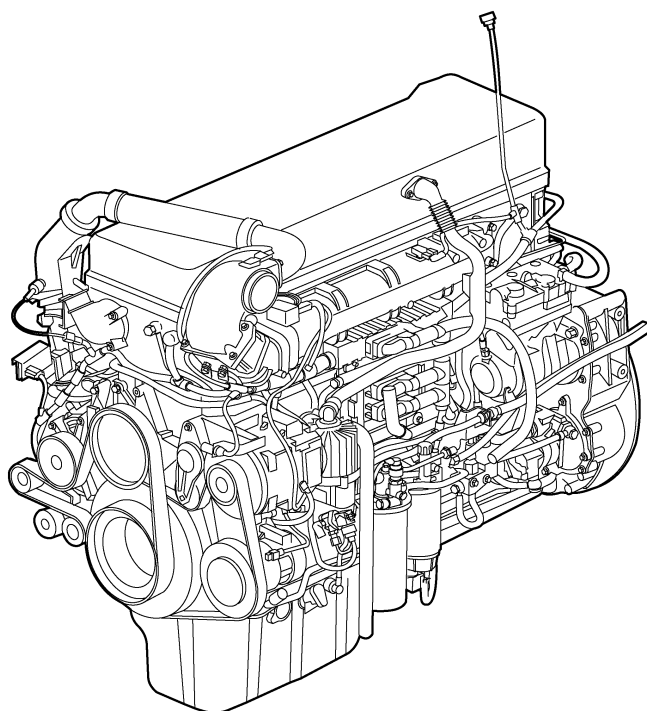
SERVICE MANUAL ('07 EMISSIONS REGULATIONS)



JULY 2009
(REVISED)
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MACK® MP8 DIESEL ENGINE SERVICE MANUAL ('07 EMISSIONS REGULATIONS)



JULY 2009
(REVISED — SUPERSEDES ISSUE DATED JANUARY 2009)

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ENGINE 5-113



ATTENTION

The information in this manual is not all inclusive and cannot take into account all unique situations. Note that some illustrations are typical and may not reflect the exact arrangement of every component installed on a specific chassis.

The information, specifications, and illustrations in this publication are based on information that was current at the time of publication. Note that illustrations and instructions are based on information that is subject to change as new engine/chassis development continues.

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TABLE OF CONTENTS

TABLE OF CONTENTS



TABLE OF CONTENTS

INTRODUCTION	1
SAFETY INFORMATION	2
Advisory Labels	2
Service Procedures and Tool Usage	3
EXPLANATION OF NUMERICAL CODE	5
CONVERSION CHART	6
ABOUT THE MACK MP8 ENGINE	9
Service Precautions Summary	11
VISUAL IDENTIFICATION	13
MP8 ENGINE MODEL IDENTIFICATION	14
Engine Information Plate	14
Engine Serial Number Identification	14
DESCRIPTION AND OPERATION	15
MACK MP8 US07 ENGINE DESIGN FEATURES	16
Engine Components	17
Lubrication System	25
Crankcase Ventilation	27
Fuel System	28
PowerLeash™ Engine Brake	33
Exhaust Gas Recirculation System	34
Exhaust Aftertreatment System	36
Air Intake System	39
Variable Geometry Turbocharger	40
Cooling System	40
Engine Management System	41
GLOSSARY OF TERMS	44
COMPONENT LOCATOR	47
MP8 ENGINE COMPONENT LOCATION VIEWS	48
TROUBLESHOOTING	53
ENGINE SYMPTOM DIAGNOSIS	54
Troubleshooting Technique	54
Noise and Vibration	55
ENGINE CHECKS AND TESTS	56
Special Tools	56
Camshaft Sensor Depth, Check	59
Camshaft Timing, Check	60
Crankcase Ventilation, Check	60
Cylinder Head, Pressure Test	61
Cylinder Liner and Piston Wear, Check	63
EGR Cooler, Pressure Test	64
Engine Compression, Test	65
Flywheel Housing Runout, Check	67
Oil Cooler, Pressure Test	69
Rocker Arm, Check	69
Thermostat, Check	72
Valve Guide Wear, Check	73



TABLE OF CONTENTS

MAINTENANCE	75
LUBRICATION SYSTEM MAINTENANCE	76
Special Tool	76
Oil Level Check	76
Oil and Filter Change Procedure	77
Crankcase Ventilation System	77
FUEL FILTER REPLACEMENT	78
Fuel Filter Change	78
COOLING SYSTEM MAINTENANCE	79
Special Tool	79
Coolant Drain Outlets	80
Coolant Filter	80
EXHAUST AFTERTREATMENT SYSTEM MAINTENANCE	81
Special Tools	81
Diesel Particulate Filter	82
Aftertreatment Fuel Injector (AFI)	87
DRIVE BELT REPLACEMENT AND TENSIONING	90
General Information	90
Automatically Tensioned System	90
REPAIR INSTRUCTIONS, PART 1	91
ENGINE REMOVAL	92
Special Tools	92
General Instructions	93
Removal	93
ENGINE DISASSEMBLY	96
Special Tools	96
General Instructions	99
Mounting the Engine on a Repair Stand	99
EGR Crossover Piping Removal	101
EGR Venturi Tube Removal	102
Cylinder Head (Valve) Cover Removal	102
Engine Wiring Harness Removal	103
Aftertreatment Fuel Injector (AFI) and Diffuser Removal	104
Timing Gear Cover Removal	104
Camshaft Gear and Vibration Damper Removal	106
Rocker Arm Shaft Removal	106
Valve Yoke (Bridge) Removal	108
Camshaft Removal	109
Unit Injector Removal	110
Starter Removal	115
Turbocharger Removal	116
EGR Hot Pipe (Cooler Inlet) Removal	118
EGR Valve Removal	118
EGR Cooler Removal	120
Exhaust Manifold Removal	121
Oil Filter Housing Removal	122
Coolant and Pump Inlet Housings Removal	122
Cooling Duct Cover and Oil Cooler Removal	123
Drive Belts and Fan Hub Removal	124
EGR Mixer Removal	125
Crankcase Ventilation (CCV) Separator Removal	125



TABLE OF CONTENTS

Fuel Lines and Filter Housing Removal	126
EECU and Cooling Plate Removal	127
Inlet Manifold Removal	129
Tandem Pump (Fuel and Power Steering) Removal	129
Air Compressor Removal	129
Flywheel and Pilot Bearing Removal	130
Power Take-Off (PTO) Assembly Removal	131
Flywheel Housing Removal	131
Crankshaft Rear Seal Removal	132
Timing Gear Train Removal	132
Timing Gear Plate Removal	134
Alternator and Refrigerant Compressor Removal	134
Thermostat and Cover Removal	135
Coolant Pump Removal	135
Cylinder Head Removal	136
Crankshaft Vibration Damper and Fan Pulley Removal	138
Crankshaft Front Cover Removal	138
Crankshaft Front Seal Removal	138
Oil Fill Pipe and Dipstick Retainer Removal	139
Oil Pan Removal	139
Front Engine Support Removal	140
Block Stiffener Plate Removal	140
Oil Pump Removal	141
Piston and Connecting Rod Assembly Removal	142
Main Bearing Cap Removal	143
Crankshaft Removal	144
CYLINDER BLOCK RECONDITIONING	145
Tools and Equipment	145
Piston Cooling Spray Nozzle Removal	146
Cylinder Liner Removal	146
Block Cleaning and Inspection	147
Liner Height Measurement	148
Cylinder Liner Installation	149
FLYWHEEL BENCH PROCEDURES	150
Flywheel Ring Gear Replacement	150
CONNECTING ROD AND PISTON BENCH PROCEDURES	151
Connecting Rod — Piston Disassembly	151
Piston Inspection and Cleaning	152
Piston Ring Inspection and Replacement	153
Connecting Rod — Piston Assembly	154
CYLINDER HEAD OVERHAUL	156
Tools and Equipment	156
Inlet and Exhaust Valve Removal	160
Cylinder Head Cleaning and Inspection	161
Valve Guide Replacement	161
Valve Spring Inspection	163
Injector Sleeve Replacement	164
Expansion Plug Replacement	171
Valve Inspection	171
Valve Installation	172



TABLE OF CONTENTS

ROCKER ARM SHAFT BENCH PROCEDURES	173
Description	173
Rocker Arm Shaft Disassembly	174
Inspection	174
Rocker Arm Shaft Assembly	174
CAMSHAFT BENCH PROCEDURES	175
Camshaft Inspection	175
COOLING SYSTEM COMPONENTS BENCH PROCEDURES	176
Special Tools	176
Oil Cooler Reconditioning	177
EGR Cooler Cleaning	177
EGR Cooler Pressure Test	179
ENGINE REASSEMBLY	182
Special Tools	182
General Instructions	187
Crankshaft Installation	187
Main Bearing Cap Installation	188
Piston and Connecting Rod Assembly Installation	190
Oil Pump and Block Stiffener Plate Installation	193
Oil Pump Pipes and Strainer Installation	194
Front Engine Support Installation	195
Crankshaft Front Cover and Seal Installation	195
Timing Gear Plate Installation	197
Cylinder Head Installation	198
Camshaft Installation	201
Timing Gear Train Installation	202
Unit Injector Installation	205
Valve Yoke (Bridge) Installation	208
Rocker Arm Shaft and Engine Brake Installation	209
Flywheel Housing Installation	212
Crankshaft Rear Seal Installation	213
Flywheel and Pilot Bearing Installation	214
Oil Pan Installation	216
Oil Filler Pipe and Dipstick Pipe Installation	218
Power Take-Off Installation	218
Timing Gear Cover Installation	219
Coolant Pump Installation	221
Thermostat and Cover Installation	222
Coolant Pipe Installation	222
Oil Cooler and Cooling Duct Cover Installation	223
Oil Filter Housing Installation	225
Exhaust Manifold Installation	226
EGR Valve Installation	227
EGR Cooler Installation	229
EGR Hot Pipe (Cooler Inlet) Installation	230
Turbocharger Installation	232
Starter Installation	235
Air Compressor Installation	235
Tandem Pump (Fuel and Power Steering) Installation	237
Inlet Manifold Installation	237
EGR Mixer Installation	238



TABLE OF CONTENTS

EECU and Cooler Installation	239
Fuel Lines and Filter Housing Installation	240
Crankcase Ventilation Separator	241
Crankshaft Vibration Damper and Fan Pulley Installation	242
Alternator and Refrigerant Compressor Installation	243
Wiring Harness Installation	243
Cylinder Head (Valve) Cover Installation	245
EGR Venturi Tube and Crossover Piping Installation	246
Fan Hub and Drive Belt Installation	248
Removing Engine from Engine Stand	249
Filters and Miscellaneous Components Installation	250
ENGINE INSTALLATION	251
Special Tools	251
General Instructions	251
Installation	252
REPAIR INSTRUCTIONS, PART 2	255
IN-CHASSIS PART/COMPONENT PROCEDURES	256
CAMSHAFT BEARING BRACKETS, REPLACEMENT	256
Preliminary Steps	256
General Information	256
Camshaft Inspection	257
Bracket Replacement Procedure	257
Final Steps	258
OIL THERMOSTAT AND PRESSURE SAFETY VALVE REPLACEMENT	259
Pressure Safety Valve Removal	259
Oil Thermostat Valve Replacement	260
CRANKSHAFT FRONT SEAL REPLACEMENT	261
Special Tools	261
Seal Removal	262
Seal Installation	262
CRANKSHAFT REAR SEAL REPLACEMENT	264
Special Tools	264
Neoprene Seal Removal	264
Neoprene Seal Installation	265
Teflon® Seal Removal	266
Teflon® Seal Installation	266
CRANKCASE VENTILATION (CCV) SEPARATOR REPLACEMENT	268
CCV Separator Removal	268
CCV Separator Installation	268
OIL PUMP REPLACEMENT (IN CHASSIS)	269
Special Tools	269
Oil Pump Removal	270
Oil Pump Installation	270
INJECTOR COPPER SLEEVE REPLACEMENT	272
Tools and Equipment	272
Preliminary Steps	274
Copper Sleeve Removal	274
Copper Sleeve Installation	278
Final Steps	281



TABLE OF CONTENTS

UNIT INJECTOR CLEANING	282
Preliminary Steps	282
Cleaning and Inspection	282
Final Steps	283
TURBOCHARGER SMART REMOTE ACTUATOR (SRA) REPLACEMENT	284
Preliminary Steps	284
Turbocharger SRA Removal	284
Turbocharger SRA Inspection and Installation	286
Final Assembly	289
VALVE STEM HEIGHT MEASUREMENT PROCEDURE	290
VALVE STEM SEAL REPLACEMENT	293
Special Tools	293
Preliminary Steps	294
Seal Removal	294
Seal Installation	295
Final Steps	295
REPAIR INSTRUCTIONS, PART 3	297
MP8 ENGINE SETUP AND ADJUSTMENT	298
Special Tools	298
Valve and Unit Injector Adjustment	300
Checking and Adjusting Timing Gear Backlash	305
ENGINE FINAL PREPARATION AND OPERATIONAL CHECK	309
Filter Element Installation	309
Engine Lubrication System	309
Turbocharger	310
Cooling System	310
Fuel System	310
Engine Operational Check	312
REBUILT ENGINE RUN-IN PROCEDURES	312
General	312
Run-In Check	312
SPECIFICATIONS	313
MP8 US07 ENGINE MECHANICAL SPECIFICATIONS	314
Material and Dimensional Data	314
Engine Component Torque Specifications (Critical Fasteners)	319
Standard Bolt and Nut Torque Values	349
ENGINE GASKETS, LUBRICANTS AND SEALANTS	350
Gasket and Seal Reuse	350
Lubricants and Sealants	351
SPECIAL TOOLS & EQUIPMENT	353
MP8 ENGINE SERVICE TOOLS	354
Special Tools for Engine Overhaul	354
INDEX	369



NOTES



INTRODUCTION

INTRODUCTION



INTRODUCTION

SAFETY INFORMATION

Advisory Labels

Cautionary *signal words* (Danger-Warning-Caution) may appear in various locations throughout this manual. Information accented by one of these signal words must be observed to minimize the risk of personal injury to service personnel, or the possibility of improper service methods which may damage the vehicle or cause it to be unsafe. Additional Notes and Service Hints are used to emphasize areas of procedural importance and provide suggestions for ease of repair. The following definitions indicate the use of these advisory labels as they appear throughout the manual:

DANGER

Danger indicates an unsafe practice that could result in death or serious personal injury. Serious personal injury is considered to be permanent injury from which full recovery is NOT expected, resulting in a change in life style.

WARNING

Warning indicates an unsafe practice that could result in personal injury. Personal injury means that the injury is of a temporary nature and that full recovery is expected.

CAUTION

Caution indicates an unsafe practice that could result in damage to the product.

NOTE

Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

SERVICE HINT

A helpful suggestion that will make it quicker and/or easier to perform a procedure, while possibly reducing service cost.



INTRODUCTION

Service Procedures and Tool Usage

Anyone using a service procedure or tool not recommended in this manual must first satisfy himself thoroughly that neither his safety nor vehicle safety will be jeopardized by the service method he selects. Individuals deviating in any manner from the instructions provided assume all risks of consequential personal injury or damage to equipment involved.

Also note that particular service procedures may require the use of a special tool(s) designed for a specific purpose. These special tools must be used in the manner described, whenever specified in the instructions.

DANGER

- 1. Before starting a vehicle, always be seated in the driver's seat, place the transmission in neutral, apply the parking brakes, and push in the clutch pedal. Failure to follow these instructions could produce unexpected vehicle movement, which can result in serious personal injury or death.*
 - 2. Before working on a vehicle, place the transmission in neutral, set the parking brakes, and block the wheels. Failure to follow these instructions could produce unexpected vehicle movement, which can result in serious personal injury or death.*
-

DANGER

Engine-driven components such as Power Take-Off (PTO) units, fans and fan belts, driveshafts and other related rotating assemblies, can be very dangerous. Do not work on or service engine-driven components unless the engine is shut down. Always keep body parts and loose clothing out of range of these powerful components to prevent serious personal injury. Be aware of PTO engagement or nonengagement status. Always disengage the PTO when not in use.

DANGER

Do not work under a vehicle that is supported only by a hydraulic jack. The hydraulic jack could fail suddenly and unexpectedly, resulting in severe personal injury or death. Always use jackstands of adequate capacity to support the weight of the vehicle.

CAUTION

Before towing the vehicle, place the transmission in neutral and lift the rear wheels off the ground, or disconnect the driveline to avoid damage to the transmission during towing.

**REMEMBER,
SAFETY . . . IS NO ACCIDENT!**



INTRODUCTION

Mack Trucks, Inc. cannot anticipate every possible occurrence that may involve a potential hazard. Accidents can be avoided by recognizing potentially hazardous situations and taking necessary precautions. Performing service procedures correctly is critical to technician safety and safe, reliable vehicle operation.

The following list of general shop safety practices can help technicians avoid potentially hazardous situations and reduce the risk of personal injury. **DO NOT** perform any services, maintenance procedures or lubrications until this manual has been read and understood.

- Perform all service work on a flat, level surface. Block wheels to prevent vehicle from rolling.
- **DO NOT** wear loose-fitting or torn clothing. Remove any jewelry before servicing vehicle.
- **ALWAYS** wear safety glasses and protective shoes. Avoid injury by being aware of sharp corners and jagged edges.
- Use hoists or jacks to lift or move heavy objects.
- **NEVER** run engine indoors unless exhaust fumes are adequately vented to the outside.
- Be aware of hot surfaces. Allow engine to cool sufficiently before performing any service or tests in the vicinity of the engine.
- Keep work area clean and orderly. Clean up any spilled oil, grease, fuel, hydraulic fluid, etc.
- Only use tools that are in good condition, and always use accurately calibrated torque wrenches to tighten all fasteners to specified torques. In instances where procedures require the use of special tools which are designed for a specific purpose, use only in the manner described in the instructions.
- Do not store natural gas powered vehicles indoors for an extended period of time (overnight) without first removing the fuel.
- Never smoke around a natural gas powered vehicle.



INTRODUCTION

EXPLANATION OF NUMERICAL CODE

The organization of MACK service manuals has been upgraded to standardize manual content according to a reference system based on component identification. The new reference system will help link the information contained in this publication with related information included in other MACK service/warranty publications, such as associated service bulletins, warranty manuals, and MACK Service Labor Time Standards.

The system is based on a numerical code, the first **digit** of which identifies the general component grouping as listed here:

GROUP 000 — GENERAL DATA

GROUP 100 — CHASSIS

GROUP 200 — ENGINE

GROUP 300 — CLUTCH, TRANSMISSION, TRANSFER CASE AND PTO

GROUP 400 — STEERING, AXLES, WHEELS AND TIRES, DRIVELINE

GROUP 500 — BRAKES, AUXILIARY SYSTEMS

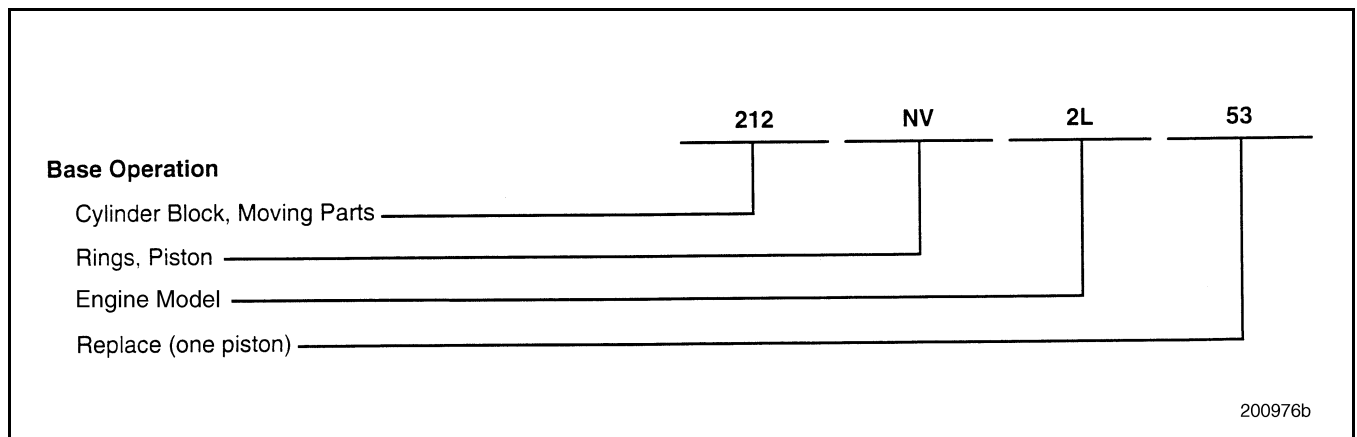
GROUP 600 — CAB, TRUCK BODY

GROUP 700 — ELECTRICAL

The second two digits of the three-digit code are used to identify the **system, assembly** or **subassembly**, as appropriate, within each of the groupings. The codes applicable to this publication are shown at the beginning of each procedure, as necessary, to guide you to specific component information.

Additionally, a two-character alpha code (i.e., [NV] RINGS, PISTON) may be referenced with each procedure. This alpha code, in combination with the three-digit Group number, identifies the specific assembly, sub-assembly or part, and directly relates to the first five positions of the operation code listed in MACK Service Labor Time Standards.

Example:



200976b

Numerical Code



INTRODUCTION

CONVERSION CHART

Conversion Units			Multiply By:
Length Calculations			
Inches (in)	to	Millimeters (mm)	25.40
Inches (in)	to	Centimeters (cm)	2.540
Feet (ft)	to	Centimeters (cm)	30.48
Feet (ft)	to	Meters (m)	0.3048
Yards (yd)	to	Centimeters (cm)	91.44
Yards (yd)	to	Meters (m)	0.9144
Miles	to	Kilometers (km)	1.609
Millimeters (mm)	to	Inches (in)	0.03937
Centimeters (cm)	to	Inches (in)	0.3937
Centimeters (cm)	to	Feet (ft)	0.0328
Centimeters (cm)	to	Yards (yd)	0.0109
Meters (m)	to	Feet (ft)	3.281
Meters (m)	to	Yards (yd)	1.094
Kilometers (km)	to	Miles	0.6214
Area Calculations			
Square Inches (sq-in)	to	Square Millimeters (sq-mm)	645.2
Square Inches (sq-in)	to	Square Centimeters (sq-cm)	6.452
Square Feet (sq-ft)	to	Square Centimeters (sq-cm)	929.0
Square Feet (sq-ft)	to	Square Meters (sq-m)	0.0929
Square Yards (sq-yd)	to	Square Meters (sq-m)	0.8361
Square Miles (sq-miles)	to	Square Kilometers (sq-km)	2.590
Square Millimeters (sq-mm)	to	Square Inches (sq-in)	0.00155
Square Centimeters (sq-cm)	to	Square Inches (sq-in)	0.155
Square Centimeters (sq-cm)	to	Square Feet (sq-ft)	0.001076
Square Meters (sq-m)	to	Square Feet (sq-ft)	10.76
Square Meters (sq-m)	to	Square Yards (sq-yd)	1.196
Square Kilometers (sq-km)	to	Square Miles (sq-miles)	0.3861
Volume Calculations			
Cubic Inches (cu-in)	to	Cubic Centimeters (cu-cm)	16.387
Cubic Inches (cu-in)	to	Liters (L)	0.01639
Quarts (qt)	to	Liters (L)	0.9464
Gallons (gal)	to	Liters (L)	3.7854
Cubic Yards (cu-yd)	to	Cubic Meters (cu-m)	0.7646
Cubic Centimeters (cu-cm)	to	Cubic Inches (cu-in)	0.06102
Liters (L)	to	Cubic Inches (cu-in)	61.024
Liters (L)	to	Quarts (qt)	1.0567
Liters (L)	to	Gallons (gal)	0.2642
Cubic Meters (cu-m)	to	Cubic Yards (cu-yd)	1.308



INTRODUCTION

Conversion Units			Multiply By:
Weight Calculations			
Ounces (oz)	to	Grams (g)	28.5714
Pounds (lb)	to	Kilograms (kg)	0.4536
Pounds (lb)	to	Short Tons (US tons)	0.0005
Pounds (lb)	to	Metric Tons (t)	0.00045
Short Tons (US tons)	to	Pounds (lb)	2000
Short Tons (US tons)	to	Kilograms (kg)	907.18486
Short Tons (US tons)	to	Metric Tons (t)	0.90718
Grams (g)	to	Ounces (oz)	0.035
Kilograms (kg)	to	Pounds (lb)	2.205
Kilograms (kg)	to	Short Tons (US tons)	0.001102
Kilograms (kg)	to	Metric Tons (t)	0.001
Metric Tons (t)	to	Pounds (lb)	2205
Metric Tons (t)	to	Short Tons (US tons)	1.1023
Metric Tons (t)	to	Kilograms (kg)	1000
Force Calculations			
Ounces Force (ozf)	to	Newtons (N)	0.2780
Pounds Force (lbf)	to	Newtons (N)	4.448
Pounds Force (lbf)	to	Kilograms Force (kgf)	0.456
Kilograms Force (kgf)	to	Pounds Force (lbf)	2.2046
Kilograms Force (kgf)	to	Newtons (N)	9.807
Newtons (N)	to	Kilograms Force (kgf)	0.10196
Newtons (N)	to	Ounces Force (ozf)	3.597
Newtons (N)	to	Pounds Force (lbf)	0.2248
Torque Calculations			
Pound Inches (lb-in)	to	Newton Meters (N•m)	0.11298
Pound Feet (lb-ft)	to	Newton Meters (N•m)	1.3558
Pound Feet (lb-ft)	to	Kilograms Force per Meter (kgfm)	0.13825
Newton Meters (N•m)	to	Pound Inches (lb-in)	8.851
Newton Meters (N•m)	to	Pound Feet (lb-ft)	0.7376
Newton Meters (N•m)	to	Kilograms Force per Meter (kgfm)	0.10197
Kilograms Force per Meter (kgfm)	to	Pound Feet (lb-ft)	7.233
Kilograms Force per Meter (kgfm)	to	Newton Meters (N•m)	9.807
Radiator Specific Heat Dissipation Calculations			
British Thermal Unit per Hour (BTU/hr)	to	Kilowatt per Degree Celsius (kW/°C)	0.000293
Kilowatt per Degree Celsius (kW/°C)	to	British Thermal Unit per Hour (BTU/hr)	3414.43
Temperature Calculations			
Degrees Fahrenheit (°F)	to	Degrees Celsius (°C)	(°F – 32) x 0.556
Degrees Celsius (°C)	to	Degrees Fahrenheit (°F)	(1.8 x °C) + 32



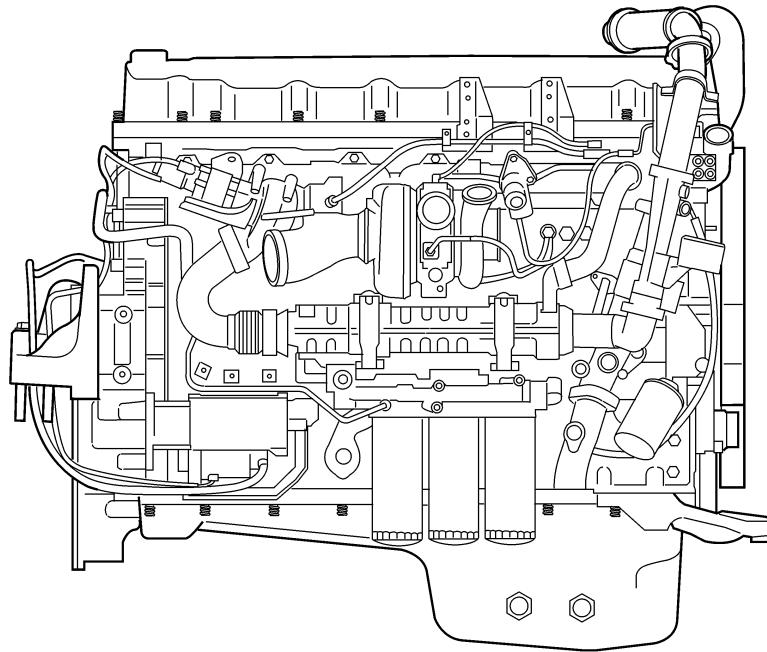
INTRODUCTION

Conversion Units			Multiply By:
Pressure Calculations			
Atmospheres (atm)	to	Bars (bar)	1.01325
Atmospheres (atm)	to	Kilopascals (kPa)	101.325
Bars (bar)	to	Atmospheres (atm)	0.98692
Bars (bar)	to	Kilopascals (kPa)	100
Bar (bar)	to	Pounds per Square Inch (psi)	14.5037
Inches of Mercury (in Hg)	to	Kilopascals (kPa)	3.377
Inches of Water (in H ₂ O)	to	Kilopascals (kPa)	0.2491
Pounds per Square Inch (psi)	to	Kilopascals (kPa)	6.895
Pounds per Square Inch (psi)	to	Bar (bar)	0.06895
Kilopascals (kPa)	to	Atmospheres (atm)	0.00987
Kilopascals (kPa)	to	Inches of Mercury (in Hg)	0.29612
Kilopascals (kPa)	to	Inches of Water (in H ₂ O)	4.01445
Kilopascals (kPa)	to	Pounds per Square Inch (psi)	0.145
Power Calculations			
Horsepower (hp)	to	Kilowatts (kW)	0.74627
Kilowatts (kW)	to	Horsepower (hp)	1.34
Fuel Performance Calculations			
Miles per Gallon (mile/gal)	to	Kilometers per Liter (km/L)	0.4251
Kilometers per Liter (km/L)	to	Miles per Gallon (mile/gal)	2.352
Velocity Calculations			
Miles per Hour (mile/hr)	to	Kilometers per Hour (km/hr)	1.609
Kilometers per Hour (km/hr)	to	Miles per Hour (mile/hr)	0.6214
Volume Flow Calculations			
Cubic Feet per Minute (cu-ft/min)	to	Liters per Minute (L/min)	28.32
Liters per Minute (L/min)	to	Cubic Feet per Minute (cu-ft/min)	0.03531



INTRODUCTION

ABOUT THE MACK MP8 ENGINE [200 EA]



271286b

Figure 1 — MACK MP8 Engine — for Conventional Chassis

The MACK MP8 is a 13 liter (800 CID) engine with electronic unit injectors, a cooled Exhaust Gas Recirculation (EGR) system, a Diesel Particulate Filter (DPF) system and the Holset Variable Geometry Turbocharger (VGT). The PowerLeash™ engine brake is optional. The engine conforms to year 2007 Environmental Protection Agency (EPA) requirements.

The MP8 EGR system features reduced restriction plus enhanced efficiency and reliability. Its venturi system is easy to service.

A DPF system requires elevated exhaust temperatures. The system uses a diesel oxidation catalyst, a diesel particulate filter and in-line reheating of the exhaust gases. The DPF system removes Particulate Matter (PM) from the exhaust to conform to the 2007 EPA regulations.

The Holset VGT features fixed vanes with a sliding nozzle ring. The nozzle position is infinitely variable between open and closed. This design

reacts quickly to exhaust pressure and controls inlet pressure more precisely. Reliability is enhanced by having fewer moving parts. Its actuator and bearing housing are water cooled and engine oil lubricated for greater durability.

A wide range of the current transmission offerings, including manual, automated manual and automatic, can be teamed with the MP8.

Diagnostic help can be found in the Tech Tool. To obtain the Tech Tool, contact your local MACK dealer.

The engine weighs approximately 1160 kg (2560 lb.) dry (with air compressor, without oil, coolant, starter, fan, alternator and clutch). Its design includes a one-piece cylinder head, a single overhead camshaft, three rocker arms per cylinder, unit injectors and no pushrods. PowerLeash™ engine braking, requiring a fourth rocker arm, is optional. Monosteel™ steel pistons are made in one piece.



INTRODUCTION

DANGER

Use of ether or similar types of starting aids in MACK® US07 emission compliant engines is strictly prohibited. This applies to engines with or without the electric pre-heater option. An explosion could occur. Failure to heed this danger may result in severe personal injury or death.

Two optional fan drives are available: On/Off and electronically actuated. The electronically actuated viscous fan drive is precisely controlled by the Engine Electronic Control Unit (EECU).

Timing gears mount on the rear of the MP8 improving the flow of cooling air around the front. Special service instructions apply to the camshaft position sensor. The mounting plate, idler and camshaft gears are marked to facilitate proper installation. The air compressor drive gear meshes with the double idler instead of the auxiliary idler as on the MP7 engine.

Another feature of the MP8 is the rear engine power take-off (REPTO-ready) that is gear driven through the timing gear train. An optional PTO with drive gear, bearing and housing can be added at the factory.

The rocker arm shaft is held in place by camshaft bearing capscrews. There are special instructions for installing the camshaft bearing caps and the rocker arm shaft during service.

A stiffener plate fastens to the bottom of the cylinder block to ensure block strength and rigidity. The engine can be used with axle forward or axle back vehicles by virtue of optional oil pans. The engine fan is mounted high or low depending on vehicle configuration.

The MP8 uses unit injectors. The unit injector incorporates the pump, valve and injector. Its internal solenoids permit fast, precise control of fuel delivery into the cylinder. The unit injectors are encased by the valve cover and not exposed to the heat of exhaust system components.

Fuel passes through two filters, one of which separates water from the fuel. High-pressure fuel in the unit injectors is created via the rocker arms with roller followers in constant, direct contact with the cams.

Replacing injectors requires a specific procedure, and installation requires that the EECU be programmed to recognize replacement injectors. Cleaning injector bores requires a special tool.

An engine compression brake option on the MP8 engine assists deceleration and braking. The operation of the brake differs from earlier engine models. Working in conjunction with the exhaust cycle, the brake requires a camshaft with four cams per cylinder, two rocker arms for the exhaust valve, a bridge over the two exhaust valves, an electronic control valve and a wiring harness that includes the control valve. The exhaust valves are adjusted with shims.

Unique colors and the appearance of the valve cover, filters and logo labels distinguish the MP8 from other engines in the MACK line.

Preventive maintenance is important to get the most from the MACK MP8 engine and to ensure many years of reliable, trouble-free operation. Refer to the current TS494 Maintenance and Lubrication manual for schedules and specifications.

Repair instructions in this manual deal with removal, installation, disassembly, assembly, setup and adjustments of MP8 components.

There are restrictions concerning the reuse of certain fasteners. Refer to current specifications bulletins and the **SPECIFICATIONS** section of this manual for detailed information.



INTRODUCTION

Service Precautions Summary

Following is a summary list of the DO and DON'T issues applying to MP8 engine service.

1. DO NOT machine the cylinder head for clean-up since this will change injector depth, thereby affecting emissions. It will also upset the ability to correctly adjust timing gear backlash.
2. DO NOT grind the injector copper sleeves.
3. Install the crankshaft main bearing caps according to marked assembly number.
4. Connecting rod caps MUST BE mated to their respective connecting rods due to the "fractured manufacturing" process used. Also, the rod caps can be installed only one way because of the difference in spacing between screw holes at each side of the cap.
5. DO NOT use the lifting eye on the flywheel housing when tilting the engine/transmission assembly to an angle greater than 15 degrees.

6. Cylinder head installation requires lowering the head onto the gasket using the alignment screws and washers at the sides of the head and block. The head must be pulled back to the mounting plate using screws inserted through the plate. Pressed bosses in the gasket keep the head from making full contact with the gasket surface and prevent damage to the elastomer sealing rings as the head slides into position.

DANGER

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7. The MP8 engine uses a number of O-rings for sealing various fluid joints and tubes. It is essential that **new** O-rings of the correct material be used whenever joints are disassembled and reassembled.



NOTES



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