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The Manual covers all 3 engines used in the MB100 and MB140D, Very comprehensive

MB100 only means van body length only....Short wheel base Not referring to engines

MB140 only means van body length only.... Long wheel base Not referring to engines

(M161) 2295 cc In-line 4 Cylinder Fuel Injected Gasoline twin cam
(motor starts at page 192)

(OM661) 2299cc In-line 4 Cylinder Diesel
(starts at page 305)

(OM662) 2874cc In-line 5 Cylinder Diesel MB140D OM662
(starts at page 305)

They are the same engines used in the MB100 / MB140D

M161 ENGINE COOLING Page 508

OM600 Valve setting Page 407

OM600 ENGINE COOLING Page 524

M162 ENGINE ELECTRICAL Page 541

M161 ENGINE ELECTRICAL Page 553

OM600 ENGINE ELECTRICAL Page 565

M162 Electrical Wiring & Fuel Page 573

M161 Electrical Wiring & fuel Page 655

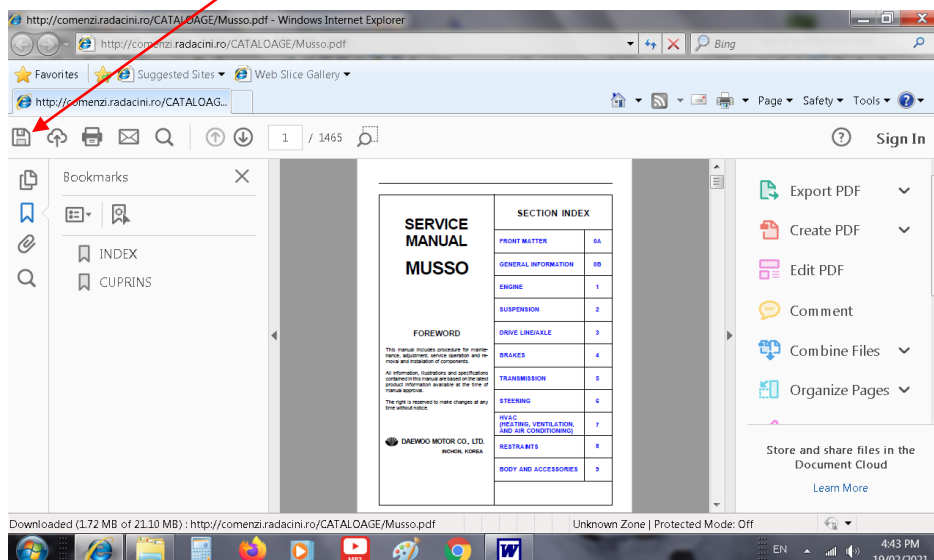
OM600 Fuel injection and diesel injector pump Page 761

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Regards Road Runner capled@iinet.com.au

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Versions of OM602 Mercedes 5-cylinder diesel engine

Model indication	Year	Engine no OM602...	Power
OM 602.xxx (5-cylinder diesel)			
<u>W201</u> 190 2.5 D & <u>W124</u> 250 D <u>G-Class</u> 250 GD 4x4	04/1985 - 06/1993	.911 & .912 & .930 & .931 .938 & .939	66 kW (90 PS; 89 hp) (<'89) or 69 kW (94 PS; 93 hp) (>'89)
<u>T1</u> 210 & 310 & 410 2.9 D. <u>G-Class</u> 290 GD 4x4	10/1988 -> 1995	.940 & .942 .946 & .947	72 kW (98 PS; 97 hp) or 75 kW (102 PS; 101 hp)
<u>W201</u> 190D 2.5 Turbo & <u>W124</u> 250D Turbo / 300D 2.5 Turbo Sprinter 2,5 Turbo-D.	01/1987 -> 1996	A.961 & A.962 A.963	90 kW (122 PS; 121 hp) (<'88) or 92 kW (125 PS; 123 hp) (>'88)
212D & 312D & 412D & Sprinter 2.9 TD	02/1995 -> 04/2000	A.980 & A.986	90 kW (122 PS; 121 hp)
<u>G-Class</u> 290 GD turbodiesel 4x4	07/1997 -> 09/2000	A.983	88 kW (120 PS; 118 hp)
<u>W210</u> E290 turbodiesel	03/1996 -> 07/1999	A.982	95 kW (129 PS; 127 hp)
<u>Ssangyong Musso</u> MB100 / MB140	1993 -> 2005	662.910	95 kW (129 PS; 127 hp)

The **Mercedes OM602** engine is a 5-cylinder diesel engine of 2.5 or 2.9 L (2,497 or 2,874 cc). The 2.9 L (2,874 cc) was used in the 310D and 410D Mercedes-Benz T1 and the Phase 1 Mercedes-Benz Sprinter vans (where it was modified for direct injection), the Ssangyong Musso and Korando range and even in the 1996–1999 models of the E-class. It was available in either naturally aspirated or turbocharged variants with two valves per cylinder.

The camshafts and injection pump are driven by duplex chain from the crankshaft. A separate single-row chain drives the oil pump. The camshaft operated the valves via hydraulic bucket tappets; valve clearance adjustment is automatic.

On many OM602 engines fuel injection is indirect. A Bosch PES in-line injection pump is used, with a mechanical governor and vacuum-operated stop control. The pump is lubricated by a connection to the engine oil circulation and the fuel lift pump is mounted on the side of the injection pump.

Some later versions of the 2.9 L (2,874 cc) capacity unit use a Bosch VE-style rotary distributor injection pump with electronic control and have a significantly different combustion chamber as they use direct injection.

Preheating is by glow plugs with automatic control of preheating time.