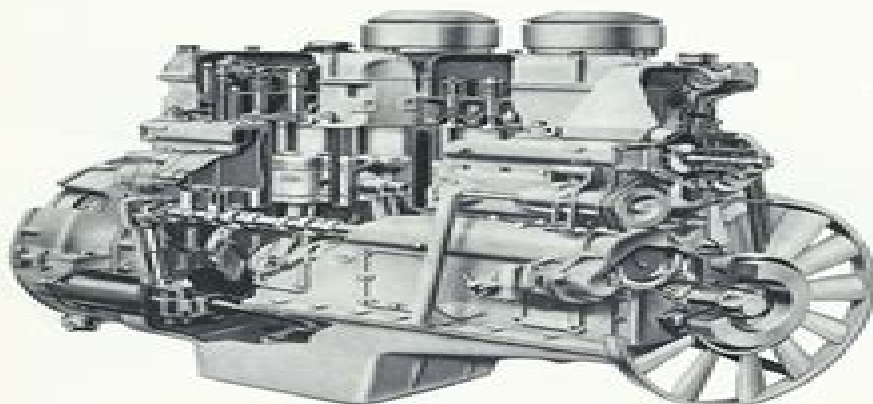


FREIGHTLINE BEAVER CHASSIS

(Home and Export)

The Leyland Freightline Beaver range includes high-performance haulage, tipper and tractor models with right or left-hand driving controls. They are offered with a wide choice of major units such as a high-power 200hp diesel as standard or a super-economy 146hp diesel as optional, a 5, 6 or 7-speed gearbox with choice of ratios (5-speed semi-automatic gearbox on 14BT.28AR only), hub-reduction rear axle, diaphragm air brakes and the all-steel Ergomatic tilt cab. Power-assistance is fitted for the steering (haulage and tipper models) and handbrake. Increased vehicle ratings may be authorised by the Company where overseas transport regulations permit and extra heavy-duty axle and suspension units are available.

Six-Cylinder Direct Injection Diesel



680 MK.II DIESEL ENGINE (STANDARD)—This engine is a 200hp unit for high performance applications. It is generally similar to the standard engine described in this specification.

Bore and Stroke—127mm x 146mm (5in x 5-75in)

Cubic Capacity—11.1litre (677in³)

Rating—200bhp

Maximum Torque—75.75kgf m (548lbf ft) at 1200rev/min

Fuel Consumption—Minimum : 0.38lb/bhp/h.

Maximum (full load) : 0.395lb/bhp/h.

Compression Ratio—15.8 : 1

680 DIESEL ENGINE (OPTIONAL)—Six cylinder direct-injection four-stroke diesel.

Bore and Stroke—121.9mm x 139.7mm (4.8in x 5.5in)

Cubic Capacity—9.8litre (597in³)

Rating—146bhp

Maximum Torque—60.55kgf m (438lbf ft) at 1200rev/min

Fuel Consumption—Minimum : 0.35lb/bhp/h.

Maximum (full load) : 0.37lb/bhp/h.

Compression Ratio—15.8 : 1

CRANKCASE AND CYLINDER BLOCK—The crankcase and cylinder block are machined from a monobloc casting adequately flanged and ribbed to give maximum rigidity. Pre-finished dry-type cylinder liners (plated by the 'Cromard' process on the 680) are a push-fit in the cylinder barrels and are located by a shoulder that fits into a machined recess in the block. A special feature of the liners is the ease with which they can be removed and replaced. Replacement liners are readily available, finished to the same high standard, to enable an engine to be restored to the 'as new' condition. The flywheel housing is machined and drilled to S.A.E. Standard No. 1.

CYLINDER HEADS—The two detachable cast-iron cylinder heads, each covering three bores, are identical and are secured to the cylinder block by high tensile steel studs with rolled threads. They incorporate renewable 'Valmet' inlet and exhaust valve seats which are frozen into machined recesses. Renewable cast-iron valve guides are fitted. A single high capacity box type inlet manifold serves all cylinders to promote charge air swirl and cylinder scavenging. Twin exhaust manifolds, each serving three cylinders, combine into a single outlet and discharge to the rear.

CONNECTING RODS—These are T section heat treated alloy steel stampings polished to assist in crack detection: their design enables the piston and connecting rod assembly to be withdrawn upwards through the cylinder bore. The big ends have 76.2mm (3in) dia. reticular tin-lead aluminium steel-backed bearings of the thin shell type, whilst nickel gunmetal bushes are used for the small ends.

CRANKSHAFT—The crankshaft is machined from a chrome-molybdenum forging with integral balance weights, and is hardened by the nitriding process. It is carried in seven thin-shell reticular tin-lead aluminium bearings which have a projected area of 263.2cm² (40.8in²) on the 600 engine and 318cm² (49.4in²) on the 680 engine. End location is provided by thrust washers at the centre journals. Main bearing cap screws are of high tensile steel with rolled threads. The crankshaft is counter-balanced to relieve the centre bearing of centrifugal loading. The seven journals are 88.9mm (3.5in) dia. on the 600 engine and 107.9mm (4.25in) on the 680 engine, and the crankpins 76.2mm (3in) dia. On the 600 the crankpins are drilled eccentrically to reduce centrifugal loading and to act as sludge traps. Drilled oilways are provided for pressure lubrication to all bearings.

PISTONS—Special pistons of high silicon aluminium alloy have a low co-efficient of expansion and provide effective heat transference. The combustion chamber, machined in the piston crown and known as 'Spheroidal' is a proven development of the toroidal form of combustion chamber. Two compression rings and one spring loaded oil control ring are fitted. The fully-floating gudgeon pins are 41.3mm (1.625in) dia. and are retained in the piston bosses by circlips. The pins are offset towards the thrust side of the piston. This arrangement, in conjunction with the use of low expansion alloy for the pistons, results in smooth, quiet running.

VALVES—Inlet and exhaust valves are located in the cylinder head on the centre line of the engine. They are operated by push rods and rocker levers. The inlet and exhaust valves are of special heat-resistant steel. All the valves are stainless faced, and the stems are chromium plated.

Leyland 600 Diesel Engine Specifications Workshop Manual

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The Commercial Motor ,1980 The Oil Engine and Gas Turbine ,1963 *BMC (Leyland) 1,5 + 1,8 LITRE DIESEL ENGINE* BMC Motor Corporation Ltd,2013-09-10 Reprint of the entire official factory publications for the four cylinder BMC Diesel Engines which even today are still very common in boating **Subject Guide to Books in Print** ,1997

Queensland Government Mining Journal ,1969 **Forthcoming Books** Rose Arny,1990 Fleet Owner ,1965
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