



## 18SP364\* – Series 60<sup>®</sup> Overhaul Kit Components and Cylinder Head, Rocker Arm, Cylinder Kit Core Acceptance Criteria

\* - Revised 2/29/08

### KIT DESCRIPTION

To receive a refund of your core deposit, the parts need to be returned to your local authorized Detroit Diesel distributor or dealer from whom you purchased this kit.

Please return cores in the original cartons in which the *reliabil*<sup>®</sup> components were received. This will help protect the cores from damage while they are being shipped and ensure that you receive maximum credit. You may be responsible for shipping damage incurred due to lack of proper packaging of cores. Before shipping, inspect cores carefully, keeping the following criteria in mind.

### **Cylinder Head Kit Assembly Core Acceptance Criteria**

See Figure 1 for a graphic showing all Cylinder Head Core components.

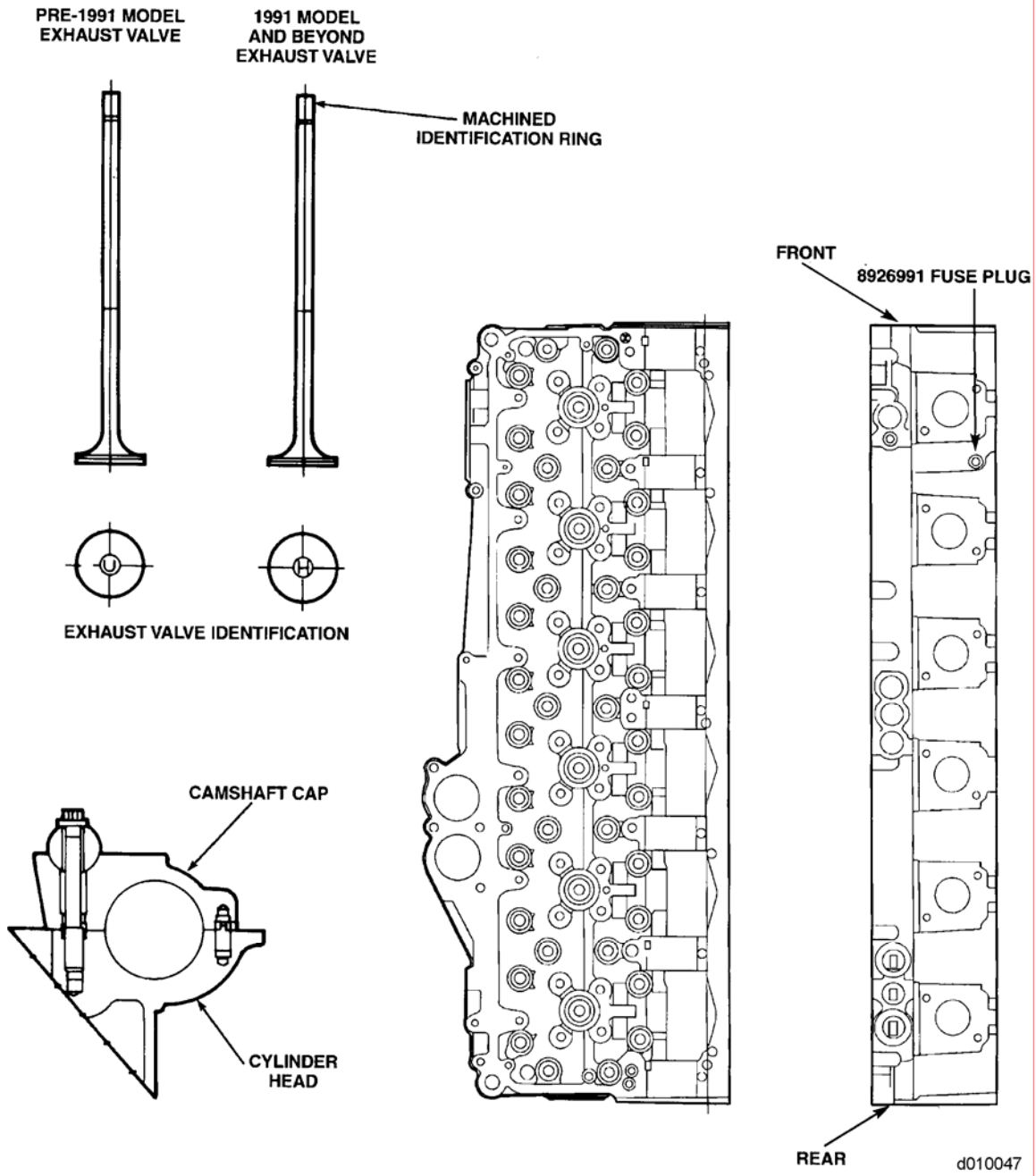


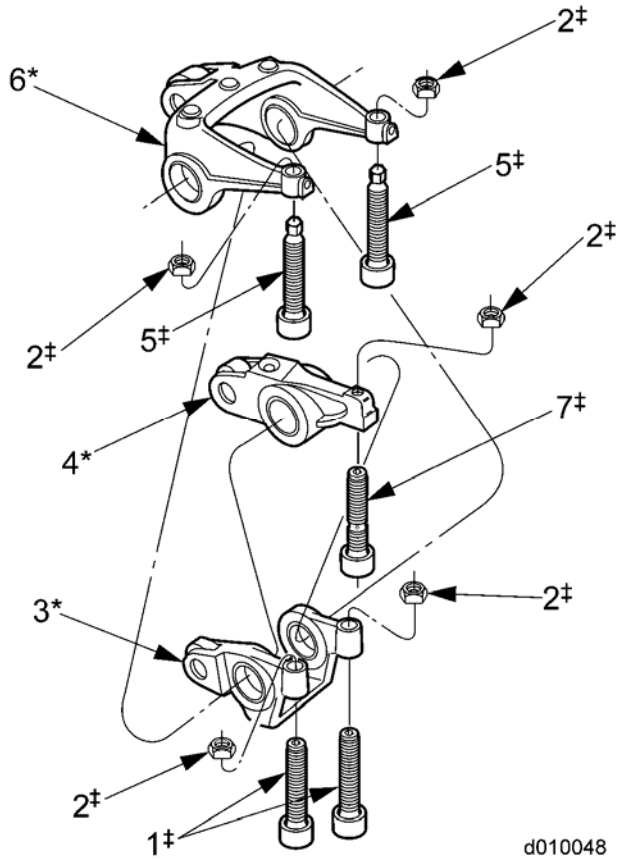
Figure 1 Cylinder Head Core Components

A used Series 60 engine cylinder head assembly submitted for credit towards the purchase of a **reliabilt**<sup>®</sup> cylinder head assembly must meet the following criteria:

- Cylinder heads with damage in the cam cap bolt hole area are considered unacceptable for full credit.
- Exchange cores must be complete and assembled with no visible cracks or breaks. Cylinder head assemblies include the following components:
  - Head Casting
  - Intermediate, front, center and end camshaft bearing caps.
  - Camshaft Bearing Cap Dowels (All camshaft bearing caps are machined in place, so care must be taken to reassembly them on the original cylinder head in their originally installed locations.)
    - Camshaft Bearing Cap Bolts
    - Exhaust Valves and Locks
    - Intake Valves and Locks
    - Valve Springs
    - Valve Seats
    - Valve Rotator Assemblies
- Cylinder heads which have significant damage from dropped valves or heads with deep scratches or environmental damage (pitting, heavy rust, freeze or fire damage, etc.) will not be accepted for full credit.
- Cylinder head cores must be returned in carton in which **reliabilt**<sup>®</sup> component was received.
- Unacceptable castings will be accepted for partial credit if assembled and complete.

### **Rocker Arm Assembly Core Acceptance Criteria**

See Figure 2 for a graphic showing all Rocker Arm Assembly components.



* Return for credit	
‡ Remove and reuse with <b>reliabilt</b> ® rocker arm.	
1. Unitized Adjusting Screw, Intake Position	5. Unitized Adjusting Screw, Exhaust Position
2. Locknut	6. Exhaust Rocker Arm Assembly
3. Intake Rocker Arm Assembly	7. Unitized Adjusting Screw, Injector Position
4. Fuel Injector Rocker Arm Assembly	

**Figure 2 Rocker Arm Assembly Components**

**NOTE:**

For information on unitized adjusting screws, refer to Service Information Bulletin (SIB) [19-60-00](#) or [16-50-00](#). If you need a document that was released prior to 2001, send a request email to Power Service Literature Administrator [adelle01@detroitdiesel.com](mailto:adelle01@detroitdiesel.com).

See Table 2 for acceptable cores that can be returned when one of the listed remanufactured Rocker Arm Assemblies is received.

Part Received	Exhaust Arms		Intake Arms	Injector Arms	
	R23538247	R23537072	R23532937	R23524771	R23513939
Acceptable	23538247	23537072	23532937	23524771	23513939
	23523174	R23537072	23520644	R23524771	23511675
	23520645	–	8929544	–	8929854
	8929550	–	R23532937	–	R23513939
	R23538247	–	R23520644	–	R23511675
	R23523174	–	R8929544	–	R8929854
	R23520645	–	–	–	–
	R8929550	–	–	–	–

**Table 2      Rocker Arm Assemblies**

**NOTE:**

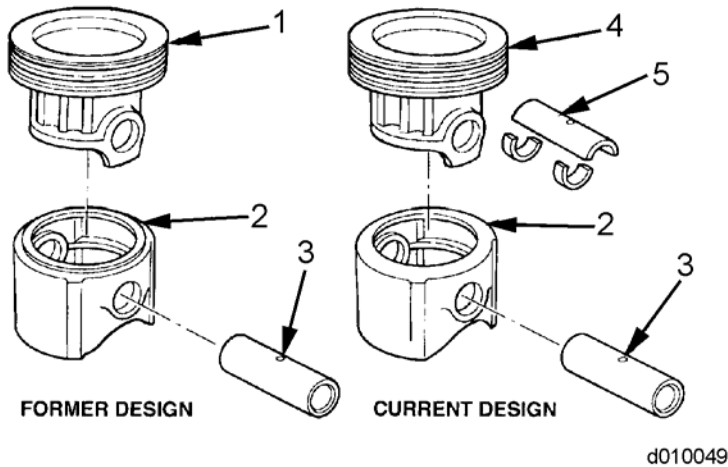
Broken or bent rocker arm castings are unacceptable for credit.

**NOTE:**

Do not include valve adjusting screws and hex jam nuts. These should be removed from the rocker arm bores and reused on the *reliabilt*® assemblies.

**Cylinder Kit Core Acceptance Criteria**

See Figure 3 for a graphic showing all Cylinder Kit Core components.



**Figure 3      Cylinder Kit Core Components**

A used Series 60 engine cylinder kit core assembly must meet the following criteria:

- Cylinder kit cores (see Figure 3) must include the following components:
  - Piston Dome (less piston rings)
  - Piston Skirt
  - Piston Pin
  - Piston Pin Bushings
- Piston assemblies should be left assembled to avoid unnecessary disassembly labor and to reduce the chance of handling or transit damage to the dome and skirt.
- Pistons cannot be accepted for full credit if they show signs of damage, such as:
  - Valve contact
  - Pitting in the Fire Bowl
  - Broken casting
- When packaging cores for shipping, place cores in separate rows and layers to avoid contact and possible damage in transit.



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