

# JABIRU ENGINES

## SUMMARY OF SIGNIFICANT ENGINE CHANGES – MAY '09

For Dealers and Maintenance Persons Information

	<b>2200</b>	<b>3300</b>
Economy Tuning	1883 -	722 -
<b>Current Jabiru Engine Bulletin JSB 018-2 May '09</b>		
Gasket Less Exhaust	1597 -	562 -
Keyed Crankshaft	2058 -	837 -
<b>Flywheel attachment JSB 012-1 June '06</b>		
<b>Prop Installation Maintenance JSB 014-1 August '06</b>		
<b>Crankshaft Dowel Modification Procedure AVDALSR038-1 January '07</b>		
Extractor System Exhaust		757 -
Crankshaft/Flywheel Attachment Changed	2732 -	1522 -
Hydraulic Lifters (High Leak Lifters Std Cam)	2068 – 2849	961 - 1683
Hydraulic Lifters (Slow Leak Lifters 285° Cam)	2850 - 3094	1684 - 1900
Hydraulic Lifters (Slow Leak Type 260° Cam)	3095 -	1901 -
Modified Carby Needle Fitted by Factory	2920 -	Wasn't necessary unless using 2.90 needle jet
Modified Tuning according to Bulletin JSB 018-1 Fitted by Factory	2850 -	Tuning as per Bulletin had been fitted from S/N 914 on before Bulletin Issue
Rocker/Valve Chest Venting	2068 - 2439	
<b>2200 Rocker Chamber Vent JSB 013-1 August '06</b>		
Sump Change Deeper	2553 -	
Increased Torque at Flywheel 18 ft/lb to 24 ft/lb	2103 -	857 -
Oil Pump Spacer Plate	1958 -	795 -
<b>Jabiru Oil Pump JSB 004-2 December '04</b>		
Sump Extra Cap Screw(s) within Dizzy Case	1400 -	792 -
Removed	2553 -	Around 1196-not confirmed
Larger Starter Ring Gear and Mount Plate	2087 -	857 -
Fine Finned Heads	2553 -	961 -
Increased Fuel Cut Off Seat (2.4mm)		1420 -
Ignition Leads Black, Spiral Wound	2552 -	1206 -
Changed Oil to Heads Routing	2553 -	961 -
6 Cylinder Alternators	2662 -	164 -

Rockers Widened Contact Area to Suit Fine Finned Heads	2553 -	961 -
Slimline Bridging Washer (use of 5/16 x 1 3/4 Cap Screw)	1669 -	572 -
3 Hole Intake Gaskets	01 – 2146	01 - 876
2 Hole Intake Gaskets	2147 -	877 -
Vac Drive Change at Flywheel	2732 -	1522 -
Conrods Alloy	01 - 436	
3 Phrase Alterators		01 – 163
Std Cylinder Length of 107.00mm	832 -	154
Steel Conrods	437 -	01 – 11 steel capped alloy type 12 -
Oil Pump	All 2200 should use 14mm type	All pumps 20mm wide
Carbies	01-698 – 32mm type 699- 40mm type	All 40mm type
Flywheel Attachment	1/4 attachment 01 – 436 5/16 attachment 437 -	All 5/16 sized attachment
Oil Pump Pick Up Tube	From 43-307 to be pinned	No requirement all pick ups captured
Alloy Rods on engines to be converted to steel type on overhaul. Hollow Cams not for re-use. Camshafts on 2200 Engines 01 – 377 unable to be used when steel rods are substituted		
Starter Motors	01 – 659 type no longer used 660 – 1468 Bosch type 1469 - Nippon Denso type	01 – 58 type no longer used 59 – 509 Bosch type 510 - Nippon Denso type
Pushrods	Solid Lifter Engines are 212mm long Hydraulic Lifter Engines are 216mm long	

## NOTES

**HEADS:** The multi-finned type used a different (longer) oil feed line from the crankcase. Valves were spaced further apart so rockers and rocker covers were changed. Head bolt washers were altered in shape for both engines. Rockers are available for using in multi-finned heads on solid lifter engines.

**FLYWHEELS:** The new type attachment incorporated a metal “spider” for attachment to crankshaft. Attachment bolts were now 1” x 5/16 UNF, not the usual 1 1/4” x 5/16. The dowel pins were then 20mm instead of the previous style in the dowelled crank at 24mm. In the new arrangement, the vac drive is a plug in machined aluminium type. Ring gear went from 99 teeth to 101. Increased torque on 5/16 cap screws went from 18 ft/lb to 24 ft/lb and loctite 620 used.

**CAMSHAFTS:** Identification by 1 ring close to the oil pump is the 285° type, 2 rings identify the 260° type. Only visible out of the engine. Modified lifters used in standard cam only. Standard cam no “ring” identifier. Later camshafts have been revisited with extra attention to hardening.

**TUNING:** The 4 cylinder engines with 290/245 jetting initially ran “rough” at idle. The cure was a slightly changed needle to affect a smoother idle. There is a possibility in hot climates the 2.90 needle jet may run too rich, low EGT’s and lack of performance.

**HEADS:**

**2200**

01 – 56	Small heads, small valves, head gasket
57 – 224	Larger finned, J style, small valves to 153
255 – 644	Symmetrical, large valves
645 – 709	High top finned, large valves
710 – 2552	Large finned, large valves
2553 -	Fine finned, large heads

Combustion chamber change from S/N 1004. Head bolt sizes had changes. All previous head to 2553 are no longer in production. Rocker type to fit all but last 2 head types no longer in production.

**3300**

01 – 47	Small finned heads
48 – 223	High top finned, widened seats
224 – 960	New chamber
961 -	Fine finned

Combustion chamber change from S/N 224. All 3300 had large valves. Heads of fine finned now only produced. Head types have changed bolt lengths.

All Bulletins for Jabiru Engines are available on the website [www.jabiru.net.au](http://www.jabiru.net.au)

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