

OLDORT MARINE YANMAR INFORMATION

3GM30F (27 H.P.)

Fresh water cooled

Find your exact engine model & serial number on the metal tag located on the engine block

Oil Filter	• 119305-35151	\$8.00 each
Fuel Filter w/gasket	• 104500-55710 • 24341-000440	\$7.75 per set
Air Element	• 128270-12540	\$20.00 each
SWP Belt	• 104511-78780	\$11.00 each
Alternator Belt	• 25132-003700	\$10.50 each
Impeller w/gasket	• 124223-42092 • 124223-42110	\$45.50 per set
Raw Water Pump Rebuild Kit	• K28270-42000 • <i>For fresh water cooled GM series using impeller 124223-42090</i> • <i>Not for GM series engine with serial starting with "E"</i> • <i>For HM series engines</i>	\$111.00 per kit
Thermostat w/gasket	• 121750-49800 • 129350-49541	\$44.10 per set
Oil Pressure Sender to Alarm	• 124060-39452	\$10.25 each
Fuel Feed Pump with Gasket & Washers	• 129301-52020 • 121520-01850 • (3) 23414-080000	\$80.75 per set
Fuel Strainer Ass'y with Washers	• 124790-55601 • (4) 23414-120000	\$58.00 per set
Starter	• 128170-77010	\$380.00 each
Motor Mounts Front	• 124772-08341 (2)	\$135.00 per mount
Motor Mounts Rear	• 128270-08340	\$119.00 per mount
Basic Service Kit	• 119305-35151 • 104500-55710 • 24341-000440 • 104511-78780 • 25132-003700 • 124223-42092 • 124223-42110	\$82.75 per set

3GM30F-YEU (27 H.P.)

Fresh water cooled - Serial # starts "E"

Oil Filter	• 119305-35151	\$8.00 each
Fuel Filter w/gasket	• 104500-55710 • 24341-000440	\$7.75 per set
Air Element	• 128270-12540	\$20.00 each
SWP Belt	• 104511-78780	\$11.00 each
Alternator Belt	• 25132-003700	\$10.50 each
Impeller w/o-ring	• 128990-42200 • X0506597-01	\$22.50 per set

Thermostat w/gasket	<ul style="list-style-type: none"> • 121750-49800 • 129350-49541 	\$44.10 per set
Oil Pressure Sender to Alarm	• 124060-39452	\$10.25 each
Fuel Feed Pump with Gasket & Washers	<ul style="list-style-type: none"> • 129301-52020 • 121520-01850 • (3) 23414-080000 	\$80.75 per set
Fuel Strainer Ass'y with Washers	<ul style="list-style-type: none"> • 124790-55601 • (4) 23414-120000 	\$58.00 per set
Starter	• 128170-77010	\$380.00 each
Motor Mounts Front	• 124772-08341 (2)	\$135.00 per mount
Motor Mounts Rear	• 128270-08340 (2)	\$119.00 per mount
Basic Service Kit	<ul style="list-style-type: none"> • 119305-35151 • 104500-55710 • 24341-000440 • 104511-78780 • 25132-003700 • 128990-42200 • X0506597-01 	\$59.75 per set

Engine Keys & Switches

Flat key, set of 2	• 124070-91290	\$14.00 per set
Ignition Switch	<ul style="list-style-type: none"> • 124070-91250 • uses key 124070-91290 	\$52.50 each
Round Key 103	• 123482-91291	\$10.50 each
Ignition Switch	<ul style="list-style-type: none"> • 121575-91250 • uses key 123482-91291 	\$120.00 each
Ignition Switch YM Series only	<ul style="list-style-type: none"> • 127412-91250 OR • 123482-91251 • Numbers interchange • Uses key 123482-91291 	\$61.00 each

From Torrensen

Common Parts for the 3GM30F Model Engine

Horsepower: 27

Produced from: 1983 to December 2005

Series: GM/HM Bored Up series

About the GM/HM Bored Up series: Similar to the earlier standard GM/HM series, these engines provide upgraded horsepower and a 55 AMP alternator (1GM10 35 AMP). **Special Note:** If your engine serial number starts with an "E" you must make sure that you use parts for the YEU engines. For example, if you have a 2GM20 with a serial number starting with E you actually have a 2GM20YEU. The (YEU) engines are European manufactured and now more common in the United States than the Japan built models.

Yanmar [128270-12540](#) - Air Filter

Yanmar [25132-003700](#) - Alternator Belt

Yanmar [104500-55710](#) - Fuel Filter

Yanmar [24341-000440](#) - Fuel Filter O-Ring

Yanmar [124223-42110](#) - Gasket

Yanmar [128296-42070](#) - Impeller

Yanmar [119660-35150](#) - Oil Filter

Yanmar [124060-59380](#) - Plug

Yanmar [704507-92100](#) - Tool Kit

Yanmar [23418-060000](#) - Washer

Yanmar [104511-78780](#) - Water Pump Belt

Yanmar [124223-42110](#) - Water Pump Gasket

Yanmar [124223-42080](#) - Water Pump Seal

Notes from Catalina 320 site

MAINTENANCE

VALVE ADJUSTMENTS – every 300-400 hours.

AIR FILTER – every 2 years. Part #[128270-12540](#).

BELTS – replace every 3 years or when “squealing”.

EXHAUST ELBOW – replace every 5 years.

ANTI-FREEZE – every 2 years if Prestone green. 50:50.

SEA WATER IMPELLOR – every 2 years. Part # X 08810B(?). Gasket X [0506597-01](#)

ENGINE OIL Yanmar 15W-40. 3 quarts. Every 100 hours or annually in Fall.

Filter – Yanmar [119660-35150](#). Replaced with [119305-35151](#)

Procedure: a. Warm engine in gear. b. Put emesis basin and absorbent pads under filter to catch oil.; c. Remove filter with wrench. d. Suck out oil from dip stick. e. Coat o-ring on filter with old oil. f. Fill engine to fill line of dip stick, then add a bit more for filter. g. Start engine, put in gear, check

for leaks at filter. h. Turn off engine, check oil level at dipstick.

Supplies – heavy duty trash bag, heavy duty paper towels, “moving” blankets (2), emesis basins

TRANSMISSION OIL SAE 30W, CC Class. Change same time as engine oil. Suck out old oil, fill with about $\frac{1}{4}$ quart. Drain plug is on port side, bottom aft of case.

Check the oil level without screwing in the cap. Oil level must be between the upper and lower limit mark.

PRIMARY FUEL FILTER – R15P Shutoff fuel valve at top of tank. CAREFULLY remove Raycor bowl with pads underneath. Dump out fuel, wipe out bowl with rag. Dab oil or fuel on small side of filter to lube. Best to use lithium grease. Large o-ring has tapered side UP. Coat with fuel on top. Hand tighten bowl to filter. Tighten filter to fuel line with wrench.

SECONDARY FUEL FILTER – [104500-55710](#) Tap thread with screwdriver and hammer to get started to open. Unscrew. Do not need new o-ring. CAUTION – don't cross-thread when putting back on. Tap thread with screwdriver and hammer to tighten. BLEED

FUEL LINE Open fuel line at top of tank.

Low pressure side: a. #1 bleed on top of filter. Pull bolt out. May need to replace copper crush washer. Pump fuel lift until fuel comes out (catch with rag). b. #2 under forward end of heat exchanger. Back off screw 3-4 turns. Pump slowly until air is out and pure fuel is running (catch with rag).

High pressure side: a. Bleed only if necessary. b. Unloosen 3 nuts on injectors, crank engine with starter until fuel is coming out all 3 injector openings.