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**\* TECHNICAL BULLETIN \***  
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**CATERPILLAR 3408 ENGINES, EARLY and LATE**

\* 3408 engines are not naturally balanced, and it is extremely important to do the following:

- ✓ Check the line bore of the engine and do not exceed the manufacturer's recommended tolerances.
- ✓ Check the centerline of the connecting rods to make sure they are within the manufacturer's recommended tolerances.
- ✓ Balance gears and shafts to manufacturer's specifications.
- ✓ Use a new vibration damper. Viscous dampers are highly recommended. **NEVER** use an old rubber damper. If you intend to use a rubber damper, It should be the new design introduced October 1994.
- ✓ Identify the crankshaft. Due to the use of the same forging numbers on different crankshafts, the forging number alone is insufficient to be certain of the correct application. We would like to ask our customers to verify the following observations:
  - ✓ QP1W6209, 3408 Early, 10 counterweights, all are approximately the same width, about 1" wide.

|             |  |
|-------------|--|
| Forging #'s |  |
| 1W6208      | Snout: centering ring, 12 bolt holes, 1 dowel hole,  |
| 4N0008      | Flange: centering ring, 12 bolt holes, 1 dowel hole. |
| 7N3408      |  |
  - ✓ QP1W5009, 3408 Late, 9 counterweights, outboard counterweights closest to the flange, and closest to the snout, are approximately 2 1/8" wide. Inboard counterweights are about 1" wide.

|             |  |
|-------------|--|
| Forging #'s |  |
| 1W5008      | Snout: centering ring, 12 bolt holes, 1 dowel hole.  |
|             | Flange: centering ring, 12 bolt holes, 1 dowel hole. |

We invite you to visit our website, [www.Q-power.com](http://www.Q-power.com), to see photos of these crankshafts.

If you have questions regarding the above crankshafts, please contact us!

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**Quality Always Comes Through!**