

1998 Freightliner Century 120 (14000 USD)



Location **Illinois**
<https://www.genclassifieds.com/x-700994-z>



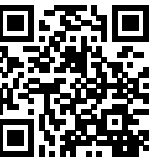
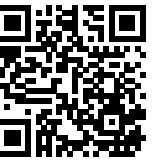




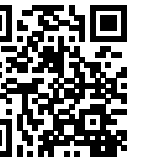



New alternator, New oil pump, brake parts shoes and a drum and adjuster. newer fan clutch(6months) 9 month old starter, 2 year old air compressor, 1 year old power steering gear box, newer shocks, steers are 1 year old drives 2 years. Much much more. Leaving the industry. Has Jake, sleeper double bunk 70, 5th wheel slider, aluminum Rims. AC still works. 2 gear switches rear and front diff. Its a Cummins N14 plus Red top 10spd dual tandem with 5th wheel air slider air ride dual axle switches for traction control (nice) interior is worn but workable. cabinets pulled out due to cracking and noise. Bunks are fine no beds Ready for custom cabinets.

Millage on body is 188xxxx engine had an inframe overhaul in 2012 about 450000 ago. No papers on overhaul. Rebuilt at us6 truck sales in Indiana. Clean oil samples. Always changed oil at 12000 miles. Currently in use on dedicated account 2800 miles a week. Willing to pass on account to qualified driver The Cummins N14 was built on the basic design of the 855 cubic inch Cummins engine. In the early 1990's, Cummins redesigned the engine with electronic controls to meet EPA regulations. The redesigned engine, known as the Celect fuel system, featured an Electronic Control Module (ECM) and electronic injectors. Although injectors were still cam activated, the Cummins ECM controlled fuel at the electronic injectors.

In 1997, Cummins released the upgraded N14 with the Celect Plus fuel system. Although not noticeably different looking, the Celect Plus ECM has many more adjustable parameters for customer fine tuning.

The Cummins N14 was discontinued around 2000, and has been replaced by the Cummins ISX.

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Useful Specs Intake Valve Clearance.014" Exhaust Valve Clearance.027" Engine Brake Clearance.023"
Firing Order 1-5-3-6-2-4
Oil Pressure 10psi (Idle)
25psi (1200 RPM)
Fuel Pressure 25psi (Cranking), 120psi