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Maintenance and Adjustments

Note—Tractors supplied to certain Export territories have an additional water separator type of filter fitted between the tank and the fuel lift pump. Servicing instructions for this filter are printed on page 64.

BLEEDING THE FUEL SYSTEM

Ensure that all fuel pipe connections are tight and there is sufficient fuel in the tank. Ensure that the fuel tap is in the "on" position, and slacken the two bleed screws on the fuel filter head (see Figs. 20 and 21). Operate the priming lever on the fuel lift pump, and continue pumping until a stream of fuel, free of air bubbles, issues from the filter. If a full stroke cannot be obtained on the priming lever this indicates that the pump linkage is being held in compression by the operating cam. To release the linkage turn the engine through one revolution.

Tighten first the inlet and then the outlet bleed screws as the priming lever returns to its free position. Next loosen the front bleed screw on the injection pump two to three turns, and repeat the operation, securely tightening the bleed screw when all traces of air have been removed.

TIMING THE FUEL INJECTION PUMP

Where a pneumatic governed type of injection pump (Fig. 20) is fitted, the engine is timed so that injection commences at 20° before top dead centre (B.T.D.C.).

Engines fitted with a mechanical governed injection pump (Fig. 21) are timed for injection to commence at 20° B.T.D.C.

If necessary the timing may be checked and adjusted in the following manner:
1. Move aside the flywheel inspection cover on the left-hand side of the clutch housing to expose the flywheel and rotate the engine until, with No. 1 piston on its compression stroke, the appropriate timing mark on the flywheel (see below) is in line with the "V" notch on the edge of the inspection aperture (see inset Fig. 23).

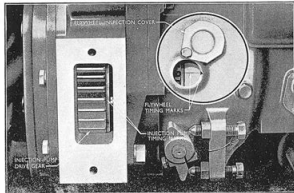


Fig. 23. Checking Injection Timing

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