

Maintenance Work on Injection Pumps

As from October 1962 injection pumps according to Figures 07-3/3 and 07-3/4 have instead of the oil dipstick in the pump housing or governor cover, respectively, an oil level inspection screw (1) varnished in red and provided with a cross hole at the left next to the delivery pump approx. 10 mm above the camshaft center on the pump housing.

An air compensation hole has been provided between the pump housing and the governor and the up to now used bottom closing plug with lubricating felt have been replaced by cup covers made of sheet metal.

In addition, injection pumps with centrifugal governors are provided with a common oil supply instead of the formerly used separation of the lube oil between the camshaft area and the governor housing, and for injection pumps with attached diaphragm governor an oil overflow tube is now screwed on by means of the oil level control plug through which the leak oil fuel can flow off.

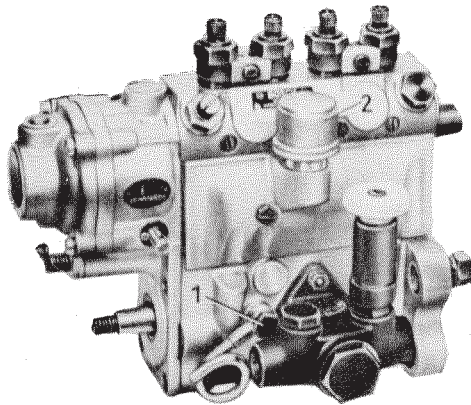


Fig. 07-3/3

New Type of Injection Pump with Pneumatic Governor as from Oct 62

- 1 Oil level control screw with oil overflow tube
- 2 Closing cap for pump elements with vent filter and oil filler hole

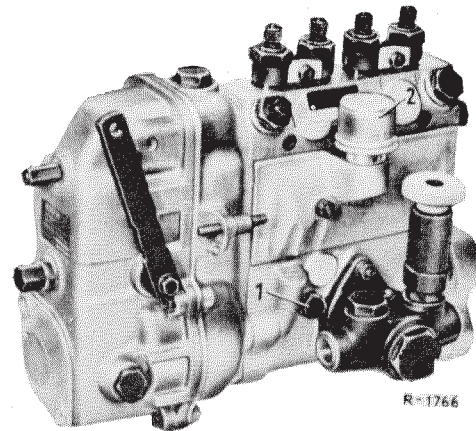


Fig. 07-3/4

New Type of Injection Pump with Centrifugal Governor as from Oct 62

- 1 Oil level control screw
- 2 Closing cap for pump elements with vent filter and oil filler hole

Maintenance

Loosen oil level control screw (1) at each engine oil change approx. 3-4 turns (hex head has SW 12 flats) and close only when no more leak fuel comes out.

If no oil comes out fill in engine oil heated to approx. 10-20° C until oil shows up at the oil level control screw (1). Fill in oil at filter neck of pump closing cover (2), the air filter (marked in red) can be screwed off by hand.

Tighten oil level control screw (1) and filter (2) again.

The mixture of lube oil and leak fuel should be completely drained at each pump overhaul and replaced by good engine oil until the level of the oil level control screw (1) has been reached.

There are also pumps which are connected to the **engine lubricating system**. They are recognized by their special pressure oil line which comes from the engine lube circuit and is connected to the pump housing next to the delivery pump (approx. 30 mm above camshaft center).

These pumps require no servicing and are therefore not provided with an oil level control screw.

After a repaired pump has been installed an initial filling of lube oil (good engine oil) should be applied prior to putting the engine in operation.

The following quantities are sufficient: Pump with diaphragm governor 0.2 ltr.
Pump with centrifugal governor 0.6 ltr.