

H. Removal and Installation of Fuel Pump

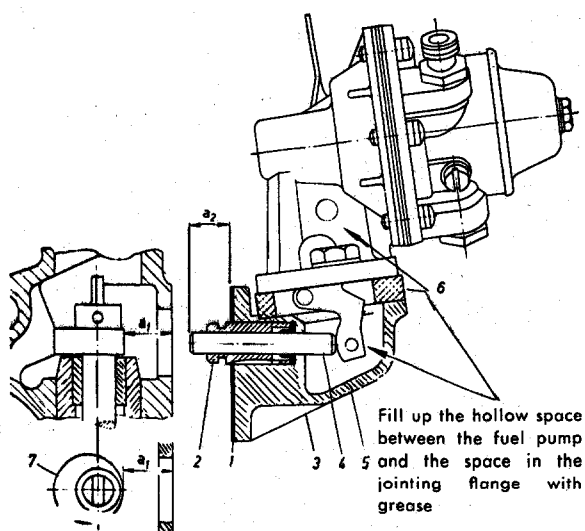


Fig. 01—4/34

- | | |
|-------------------|-----------------------------------|
| 1 Sealing flange | 5 Jointing flange |
| 2 Bushing | 6 Insulating flange with gaskets |
| 3 Shoulder sleeve | 7 Cam on the oil pump drive shaft |
| 4 Tappet | |

Repair procedure — see Job No. 9—5, Section B.

1. Unscrew the fuel lines.

Note: In order to avoid damage to the fuel pump when removing the fuel lines, always

hold the threaded union steady with a second wrench.

2. Remove the fixing screws at the jointing flange and take off the fuel pump, together with the jointing flange.

Installation:

3. Before installing the fuel pump, measure the play between the tappet when at the beginning of the power stroke and the cam when at BDC. The difference between the measurements a_1 — a_2 is equal to the play.

Play is corrected by removal or addition of shims (sealing flange 1).

At least one shim, however, is necessary to form a seal between the jointing flange and the crankcase.

4. Screw the fuel pump, together with the jointing flange, to the crankcase and connect up the fuel lines.

Note: When connecting up the fuel lines, hold the threaded union steady with a second wrench.

Subsequent Installation of a Dust-proof Fuel Pump (Optional extra SA 10 113)

For countries with dusty and sandy terrain, a fuel pump with two dust filters in the lower part of the case is available in place of the normal fuel pump with a ventilation bore. The dust-proof pump can be installed in place of the standard pump without further modification.

Fuel Pump with Dust Filter Part No. 000 091 53 01.