

F. Checking Camshaft Adjustment

1. Use Socket SW 22 (with ratchet) on the shoulder nut to turn the crankshaft in the direction of rotation of the engine to the point where the timing pointer indicates TDC (Fig. 01—3/31).

Note: In the diagram the timing pointer indicates 5 degrees BTDC.

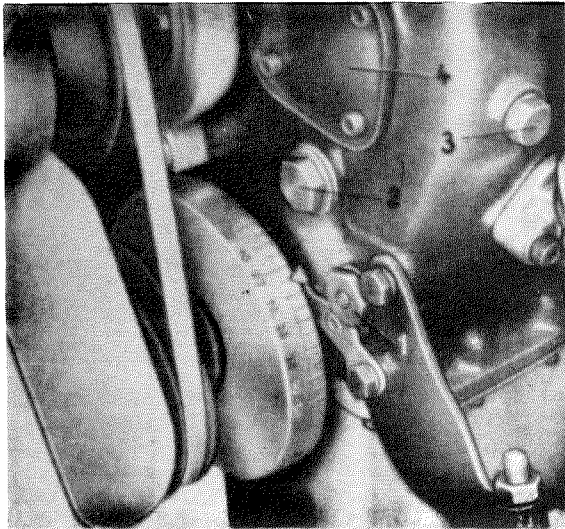


Fig. 01—3/31

- 1 Screw plug with pivot pin for chain guide
- 2 Screw plug for oil relief valve
- 3 Lock screw for chain drive
- 4 Cover plate

The crankshaft must only be turned in the direction in which the engine turns. In this way the left side of the chain is kept taut.

2. The marks on the compensating washer of the camshaft and on the first camshaft bearing must now correspond (Fig. 01—3/32).

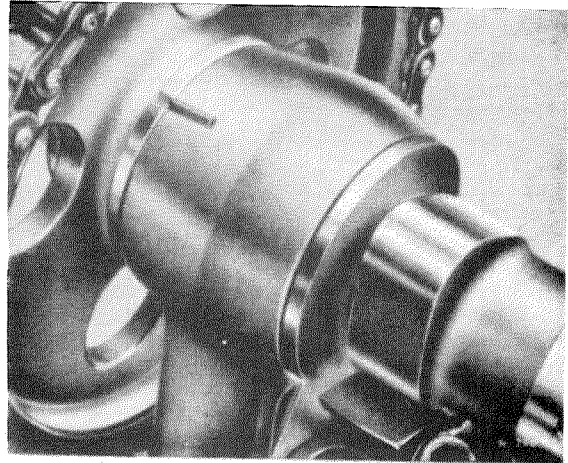


Fig. 01—3/32

In this position pistons number 1 and 4 are at TDC. The piston of number 1 cylinder is on the compression stroke.

3. Any necessary correction may be made by a transposition of the twin roller chain.

G. Measurement and Adjustment of Pressure of Fuel Feed Pump

1. The feed pressure of the fuel feed pump is measured with Pressure Gage (1) 000 589 30 21 (Fig. 01—3/33). Unscrew the fuel pipe (6) leading to the carburetor and connect the pressure gage (1) between the pump exhaust (4) and the carburetor fuel pipe (6) with the cock side (2) of the pressure gage toward the pump exhaust (4).
2. Open the cock (2) and start the engine (Fig. 01—3/33).

Fig. 01—3/33

- 1 Pressure gage 000 589 30 21
- 2 Cock on pressure gage
- 3 Milled nut
- 4 Feed pump exhaust
- 5 T-piece adapter
- 6 Fuel feed pipe to carburetor

