

Illust. 14:

With increasing engine speed, charging pump pressure will build-up in the pump housing and thus will move valve (5) against spring (3).

The governing circuit will be closed and the control plunger (8) takes up its normal operation, stopping excess fuel delivery before low idle engine speed is reached.

Shut-off

Operating the shut-off cable or injection pump linkage will rotate the throttle (6) Illust. 13 counterclockwise until the governor circuit control passage is blocked. Fuel delivery via check valve (2) increases and, being unable to return through the throttle control passage, control plunger (8) is forced against its spring, opening the spill port to stop all fuel delivery.

CHECKS AND ADJUSTMENTS

A – Pump on Engines

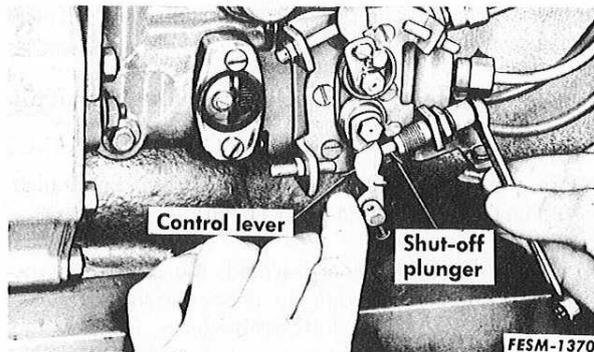
Low and High Idle

1. Start the engine and disconnect the throttle linkage as soon as the engine is hot.
2. Loosen the low idle screw locknut and adjust the screw in or out until specified low idle rpm is reached. Use a portable tachometer to read the rpm. Refer to „Specifications“ for correct rpm.
3. Secure the locknut and recheck rpm.
4. To adjust high idle, hold the throttle lever against the high idle stop with a large rubber band or O-ring. Loosen the locknut and adjust the screw in or out until the correct rpm is reached. Refer to „Specifications“ for correct speed.
5. When correct rpm is reached, secure locknut. Recheck high and low idle and correct as necessary.

Start and Stop Position Adjustment

1. Disconnect the shut-off cable. Loosen the locknut on the shut-off plunger, see Illust. 15. Back the stop out several turns.
2. With the engine running at approx. 1000 rpm, move the control lever rearward until engine speed increases. Turn the stop in until the plunger just contacts the lever, see Illust. 15. Recheck several times.

If the control lever is moved slowly rearward, the engine may die before this position is reached.

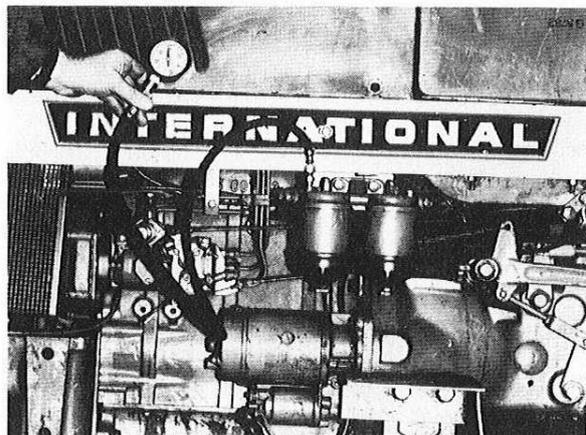


Illust. 15
Setting excess fuel for starting

3. Move the control lever fully rearward to depress the plunger. The engine must shut-off at all throttle settings. Check for shut-off at high idle. Readjust if necessary.
4. Be certain the cable works freely before reconnecting to the control lever.

Note: Power output adjustment see Illust. 25.

Fuel Supply Pressure



Illust. 16
Vacuum gauge installed

Install a vacuum gauge of -0.1 to +0.15 MPa (-14 to +21 PSI) range, as shown in Illust. 16.

With engine warm and running at rated load speed, the vacuum reading should not exceed the maximum value given in the respective „Performance Data“ sheet.

Otherwise check for restricted fuel filters, shut-off valve and/or supply line.