

## IH Fuel Problems 74, 84 & 85L Series tractors

(Very early 74 series used CAV DPA rotary pumps, fuel system care, & cleanliness and bleeding procedure applies to all pump types.)

HERE is a collection of posts i have had on various forums regarding the fuel systems on these tractors.

re74 & 84 & 85L series fuel troubles, some comments I put on a USA forum.

**Clarification:-** 74 & 84 series use a pump with a hydraulic governor, these pumps are defined with the following code letters within the pump setting code no <\*/VA\*/\*\*\*\* \*\*CR \*>.

85 series use a new pump with a mechanical governor, identified in the setting code as <\*/VE\*/\*\*\*\* \*\*F\*>. Blockage of fuel supply on these pumps is less of a problem in terms of pump performance, but the same rules regarding clean unrestricted fuel supply and bleeding apply !!

O/k a no of points.

There is no temperature sensor or electronics on this Bosch pump. Most likely cause of the problem is low fuel.

Let me explain!! These tractors are not fitted with a lift pump as the injector pump has an internal transfer pump. This has two functions, a ( to draw fuel from the tank to supply the injection system b) to provide internal transfer pressure to allow the hydraulic governor in the injector pump to control engine rpms

Low fuel or momentary lack of fuel as low fuel level in tank sloshes around may allow air to be drawn in which will affect transfer pressure and hence engine speed control hence the surging.

The transfer pump has a strong suction and it has been known to collapse blocked filters allowing the crap in the filter to contaminate the injector pump (very expensive!!!!)

A way around the problem is to keep tank full (should always be full anyway to stop condensation) and to fit as an accessory an electric lift pump like a facet as fitted to 84s tractors fitted with the Sekura Cab where the fuel tank was under the cab floor, down side of transmission.

Hope this answers your query??

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You might have a problem bleeding it so here is some info from a reply on another forum about a 584.

Yes no lift pump, can be a bit of a pain to re bleed, the system relies on the transfer pump in the injector pump sucking it through . Do not rely on running till filters are stuffed full and tractor will not run, suction from transfer pump has been known to cause genuine Bosch filters to collapse allowing the crap in the filter to contaminate the injector pump. Very expensive!!!!

Hints to help, 1) before making filter change fill up fuel tank. 2) if tractor is on a slope have engine facing downhill so tank is higher.3) Use of a low pressure airline to pressurize tank (with some shop cloths around filler neck will get fuel flowing quicker) 4) make sure battery is in a good state of charge to allow plenty of cranking to suck fuel through.5) finally crack off 1 or 2 injector lines to clear air from HP side of injector pump.

See att

Layout of fuel tank supply & rtn lines + balance line.

Suggest to clean out tank, remove all valves and balance line

Valves/ Fittings going into tank have a stub pipe sticking apx 1.5inches up inside tank so bottom of tank legs acts as a crap collector. over the years this builds up until crap level now interferes with the fuel flow into stub pipes Best cleaning tool is a pressure washer lance, single jet used through yhe filler and fuel sender holes.

Hope this helps???

[74series 2500A diesel fuel pipe layout.pdf](#)

[Fuel Injection Pump excess fuel & stop..pdf](#)