

VISIBLE-RESULTS

Paragraphs 57-58

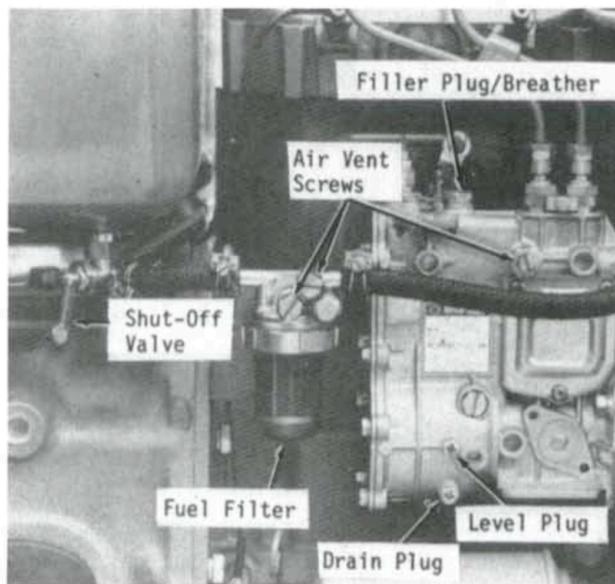


Fig. 113—View of fuel system filter and air bleed locations typical of 1500, 1700, 1710, 1900, 1910 and 2110 models. Oil level plug and oil drain plug are not used on 1700, 1910 and 2110 models.

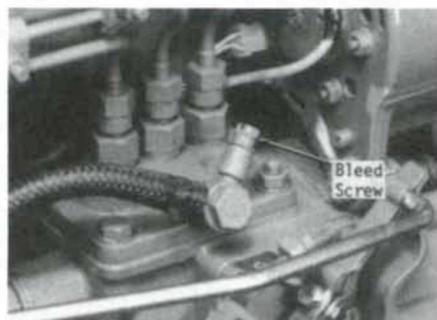


Fig. 114—View of air bleed screw on Model 1510. Models 1210 and 1310 are similar.

The injection pump on 1500, 1700, 1710, 1900, 1910 and 2110 models is lubricated by the same type of oil as is

nect governor control link from pump control rack pin. On all models, remove pump being careful not to damage or lose shims located between pump and timing gear case or cylinder block. The shims are used to adjust injection pump static timing.

To reinstall pump, reverse the removal procedure. If pump is being renewed or if timing shim thickness is not known, refer to paragraph 58 for timing of pump and selection of shims. Be sure pump control rack pin engages governor control link. Tighten pump mounting cap screws to 14-19 N·m (10-14 ft.-lbs.) torque. If delivery valve holders loosened during removal of injector lines, tighten holders to 39-45 N·m (29-33 ft.-lbs.) torque. Bleed air from system as

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wise to locate exact point at which fuel stops flowing from delivery valve holder, which is start of injection. Pump timing should be correct if the first timing mark (3) on crankshaft pulley is aligned with pointer (1) at this point.

The following pump spill timing procedure may also be used if there is any doubt about accuracy of crankshaft pulley timing marks. Remove valve rocker cover, then rotate crankshaft until No. 1 piston is on compression stroke and timing mark (2) on crankshaft pulley is aligned with timing pointer. Remove valve spring from one of the No. 1 cylinder valves and allow valve to rest on top of the piston. Position a dial indicator on top of valve stem as shown in Fig. 117. Locate No. 1 piston at TDC and zero the dial indicator, then turn crankshaft counterclockwise until dial indicator reading is approximately 7.0 mm (0.275 inch).

