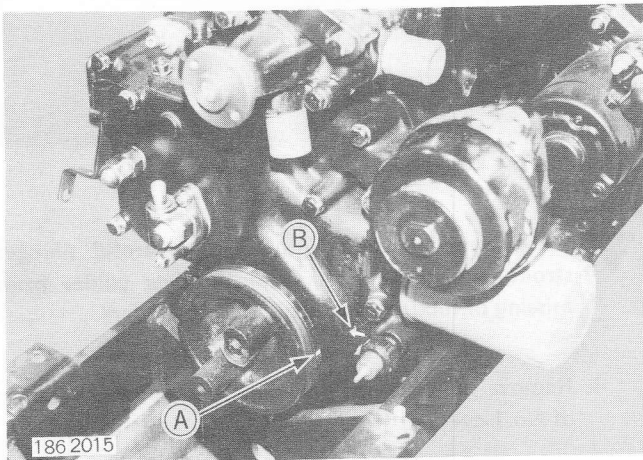


4. Pull out the engine decompression lever on dash.
5. Rotate engine in normal clockwise rotation (as viewed from front of tractor) until No.1 piston is coming up on the compression stroke.
6. Wipe out leak fuel in the delivery by clean rag.
7. Rotate engine until fuel comes up in the delivery valve of No.1 cylinder.  
Stop rotation of engine as soon as coming up fuel from the delivery valve.



A — Timing Mark      B — Pointer

Fig. 13 — Timing Marks For No.1 Cylinder

8. Observe injection timing mark (A, Fig. 13) on crankshaft pulley. Mark will be aligned with pointer (B) when correct thickness of shims (Fig. 14) is under pump flange.

If mark has gone past pointer — Remove shims.

If mark has not reached pointer — Add shims.

A 0.1 mm (0.004 in.) shim change corresponds to a 1 degree difference in crankshaft position.

**STOP** The injection mark is at 21 degree B. T. D..

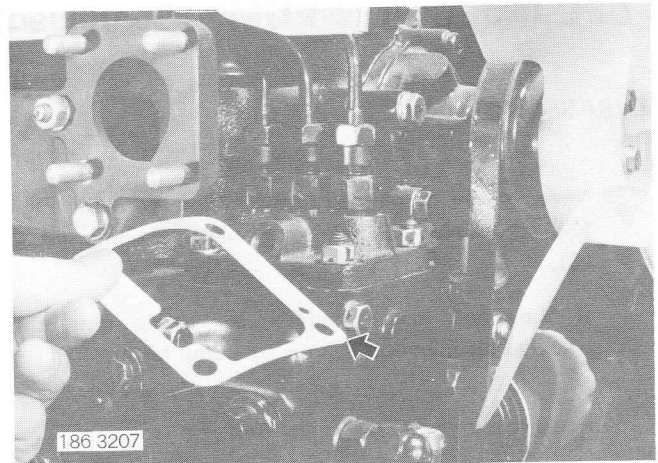


Fig. 14 — Timing Adjusting Shims

9. Connect fuel injection pipe to pump. Tighten connector to 20 ft-lbs (27 Nm) (2.7 kgm).
10. Bleed air from fuel system (Chapter 230). Start engine and check for leaks.