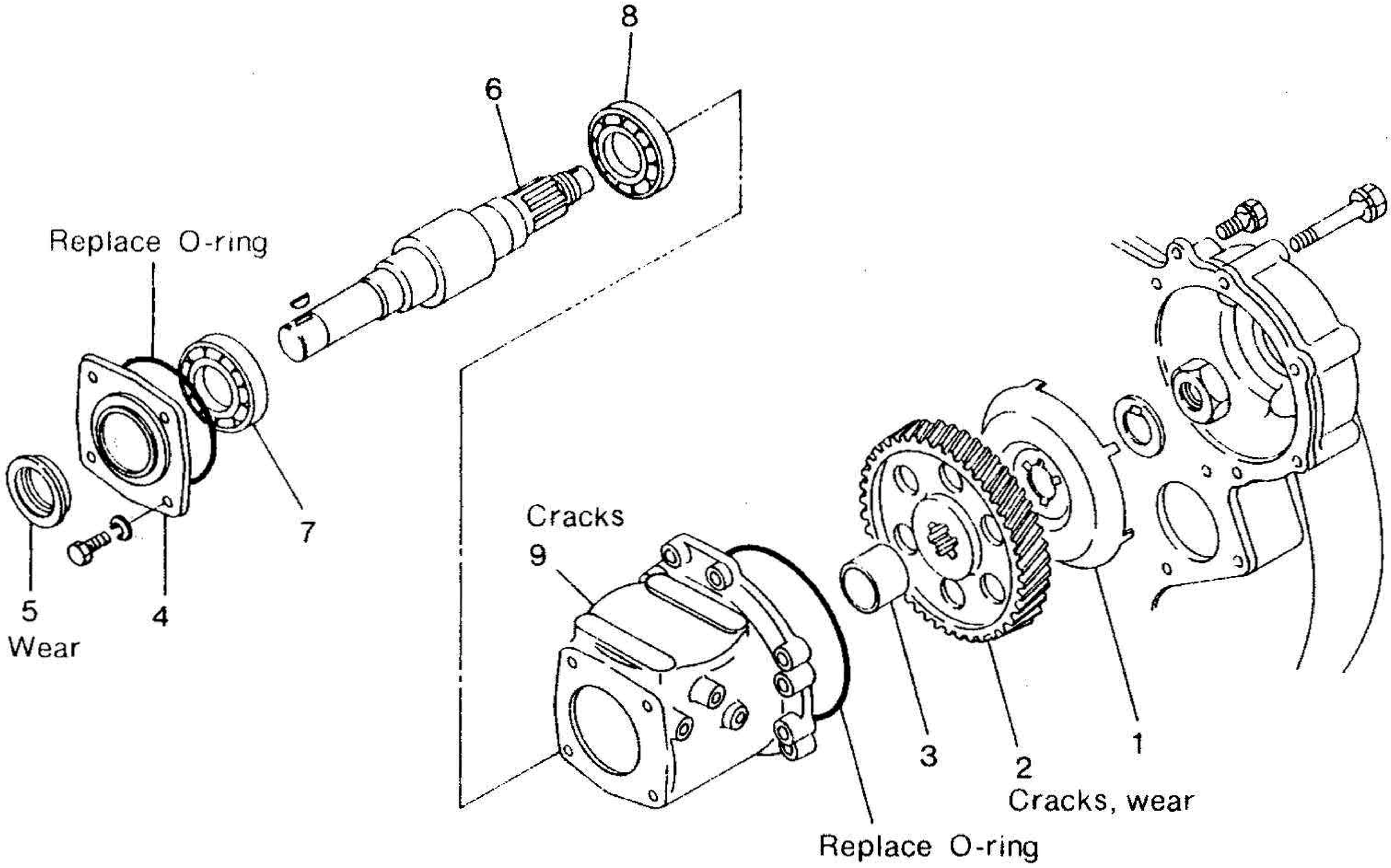
13-1 INJECTION PUMP DRIVE

13-1-1 Disassembly



1 Sensor plate
2 Injection pump gear
3 Collar
4 Bearing holder
5 Oil seal
6 Shaft
7 Bearing
8 Bearing
9 Crankcase

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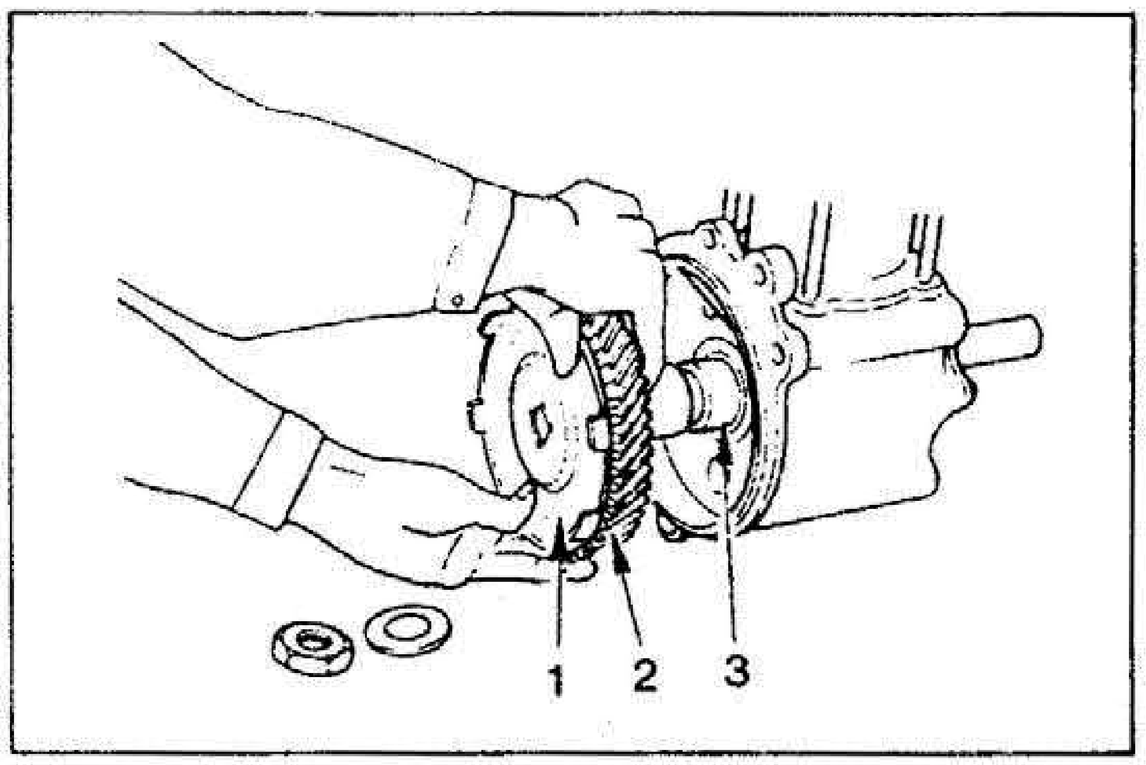
(1) Remove the following parts.

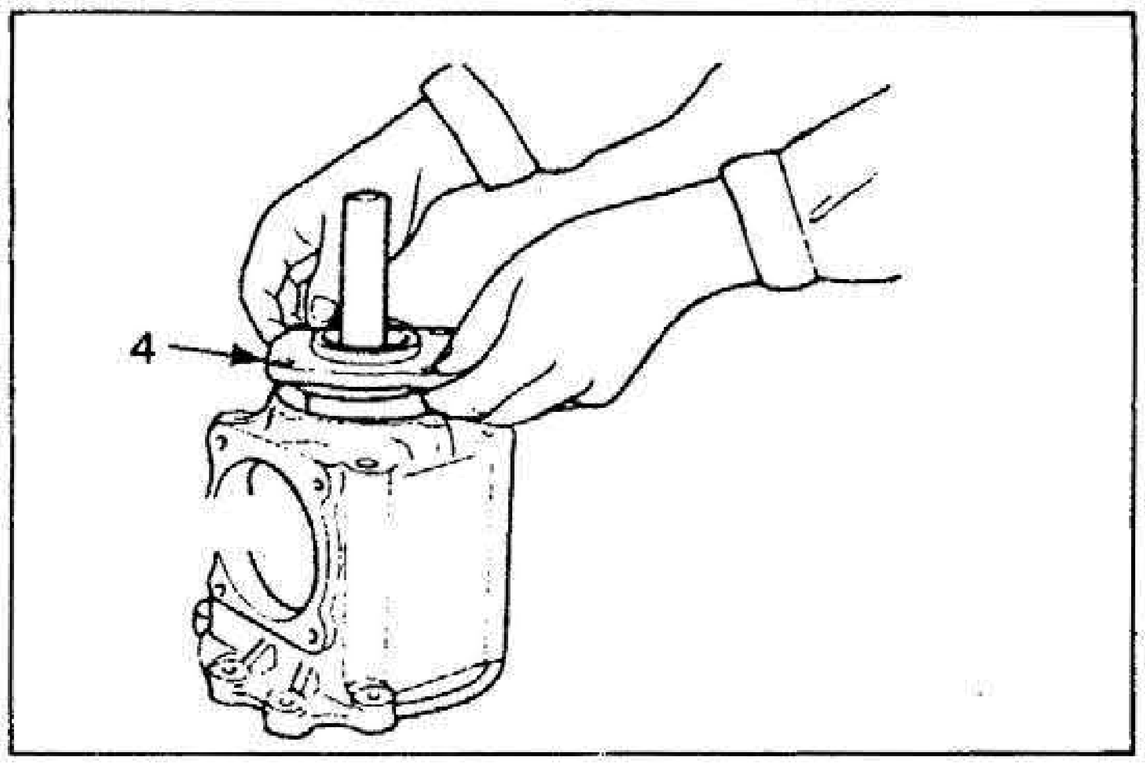
1 Sensor plate
2 Injection pump gear
3 Collar



(2) Remove the bearing holder 4

TOTE : 1. When that bearing holder is removed, take care not to damage the oil seal 5.

2. Do not remove the oil seal from the bearing holder unless it is defective.



(3) Remove the shaft 6 from the crankcase 9.

NOTE : Do not remove the bearings 7 and 8 from the crankcase unless they are defective.

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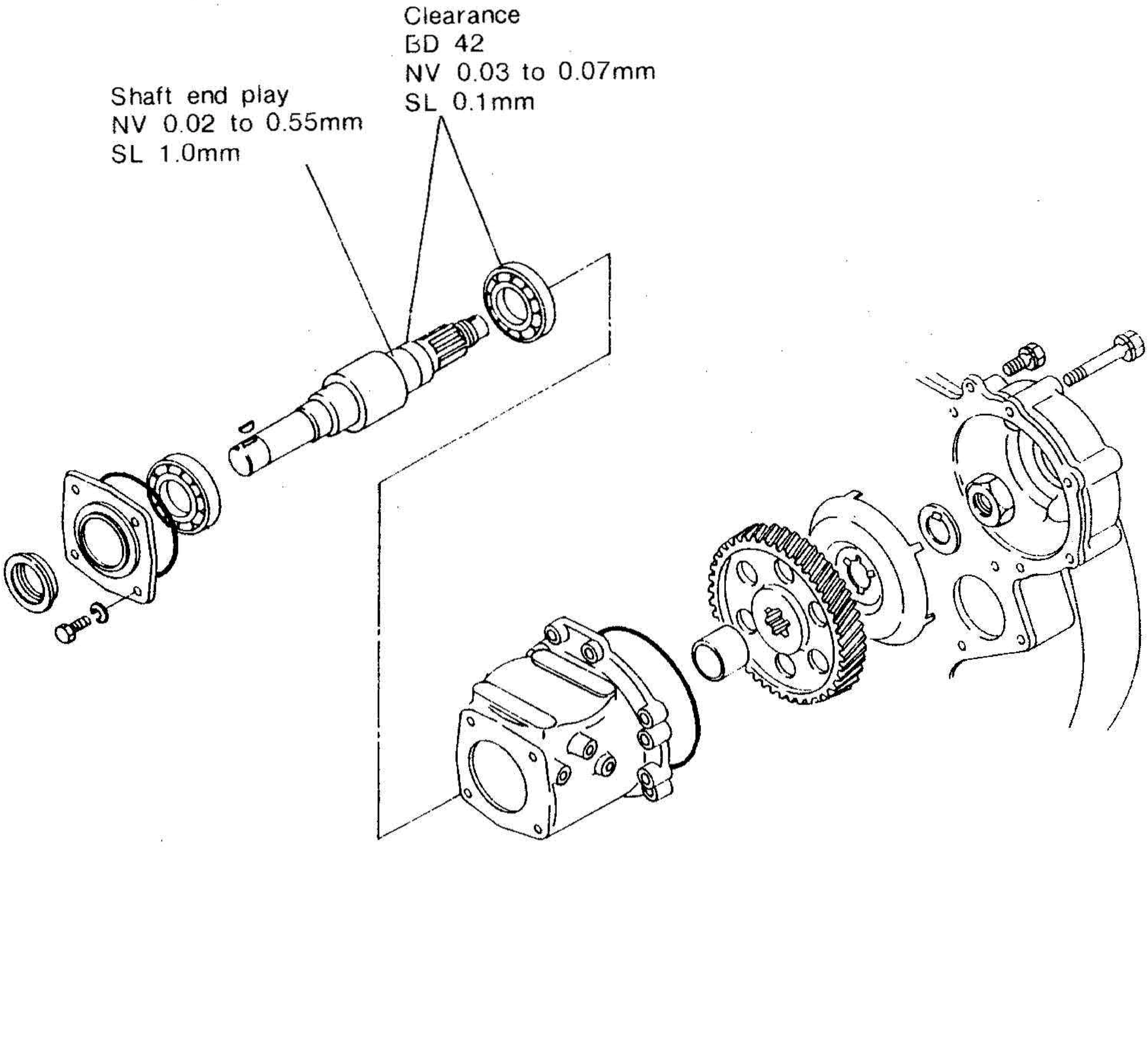
13-1-2 Inspection and Correction



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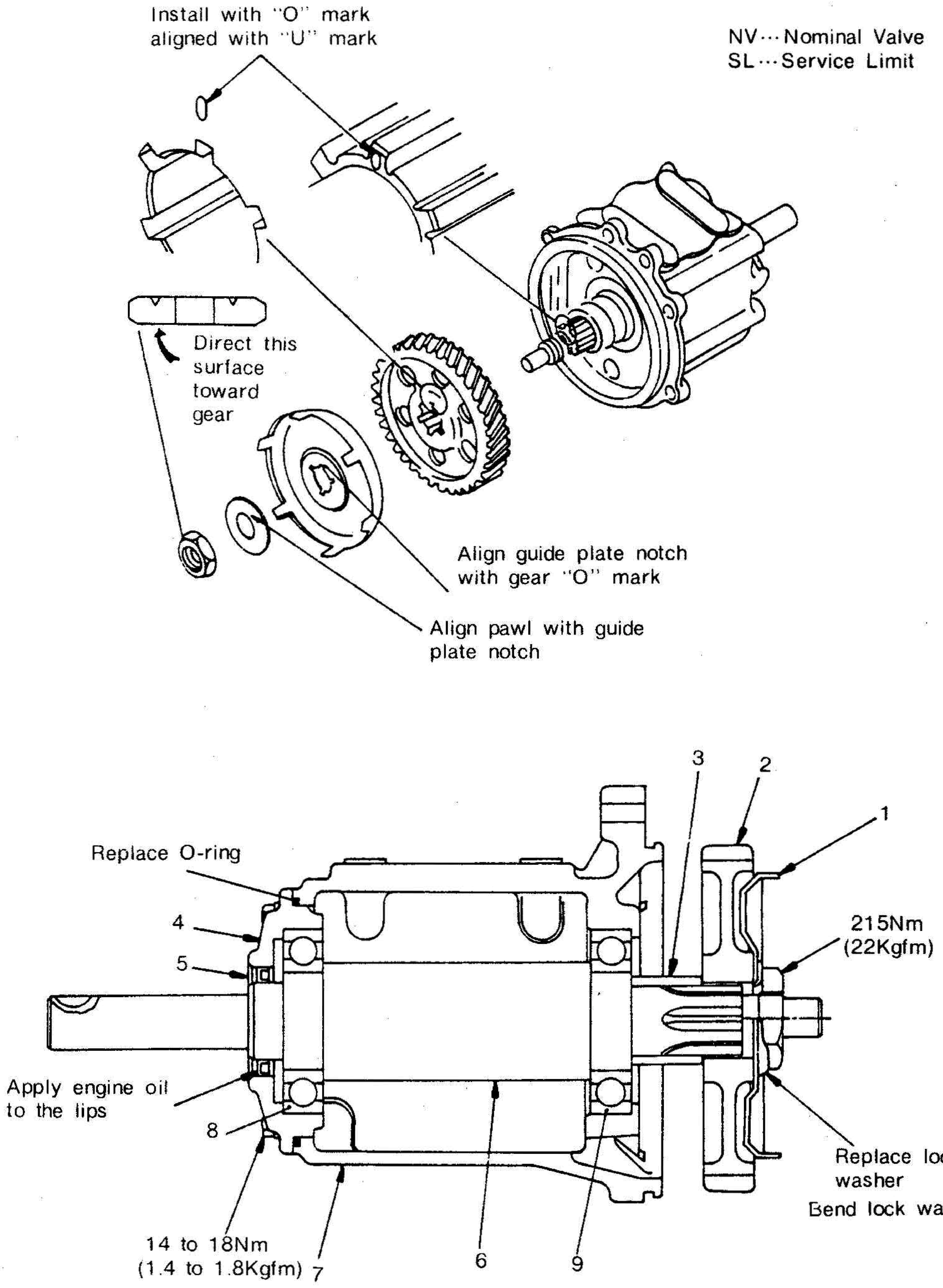
13-1-3 Reassembly



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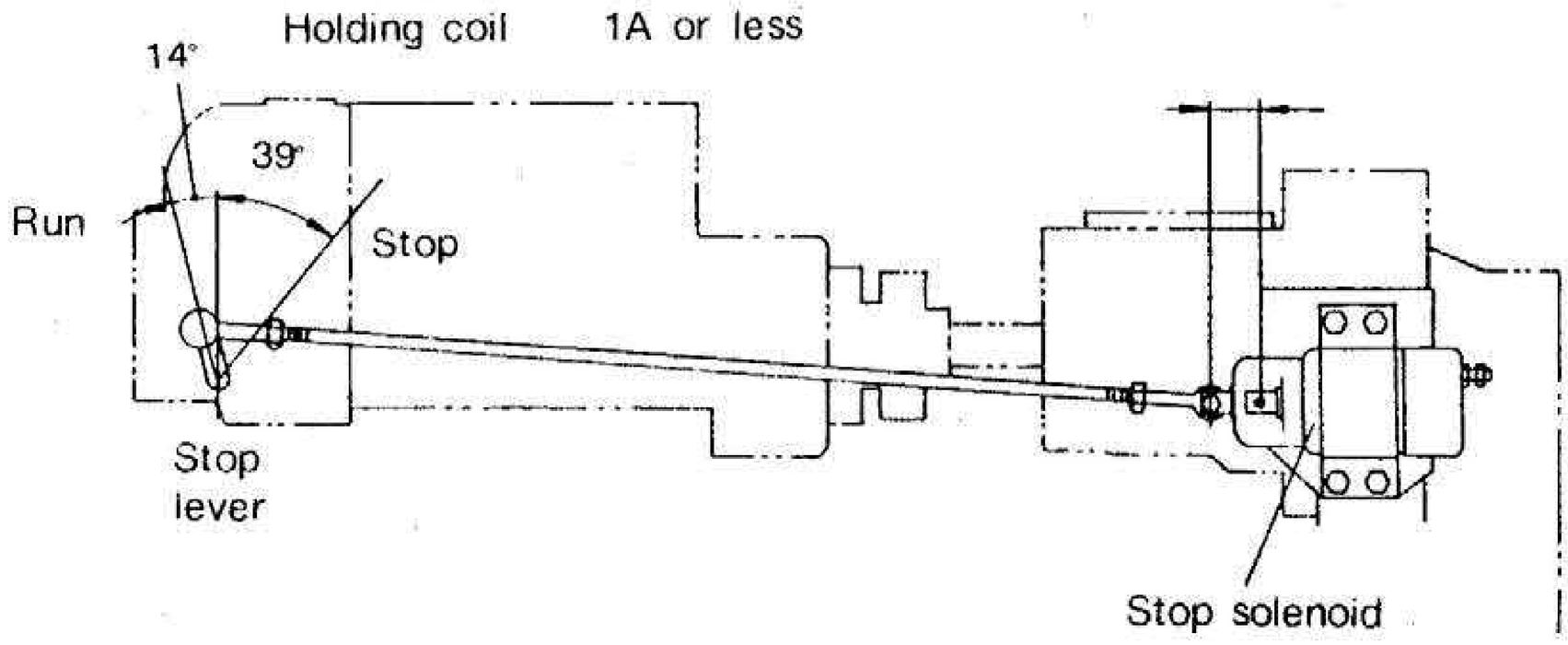
13-2 AUTOMATIC STOP SYSTEM

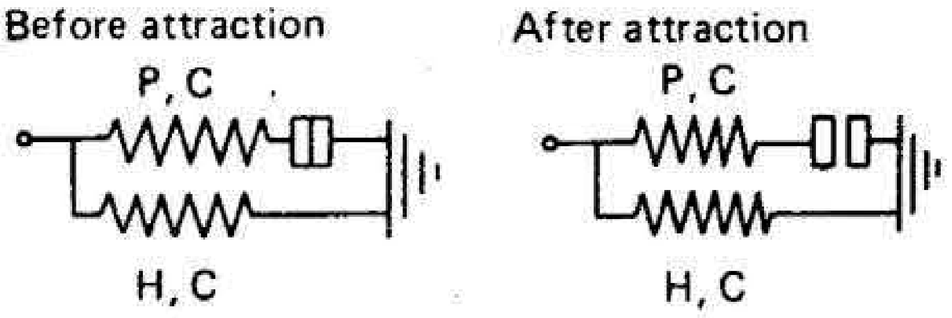
13-2-1 Inspection

(1) Stop Solenoid (Energize to RUN Type)

Energize the stop solenoid and check to see that the stop lever comes to the RUN position. Using an ammeter, check to see that when the solenoid is held, only the holding coil is energized.

Operating voltage
24V or less (at 27 mm stroke and 39 N (4 kgf) load)
Current
Pull-in coil 31A or less
Holding coil 1A or less





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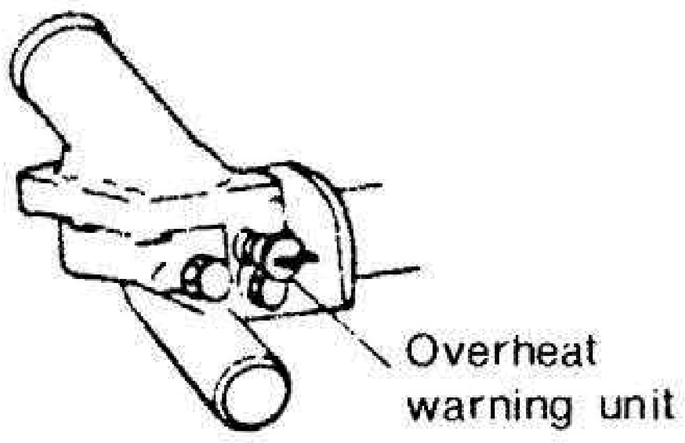
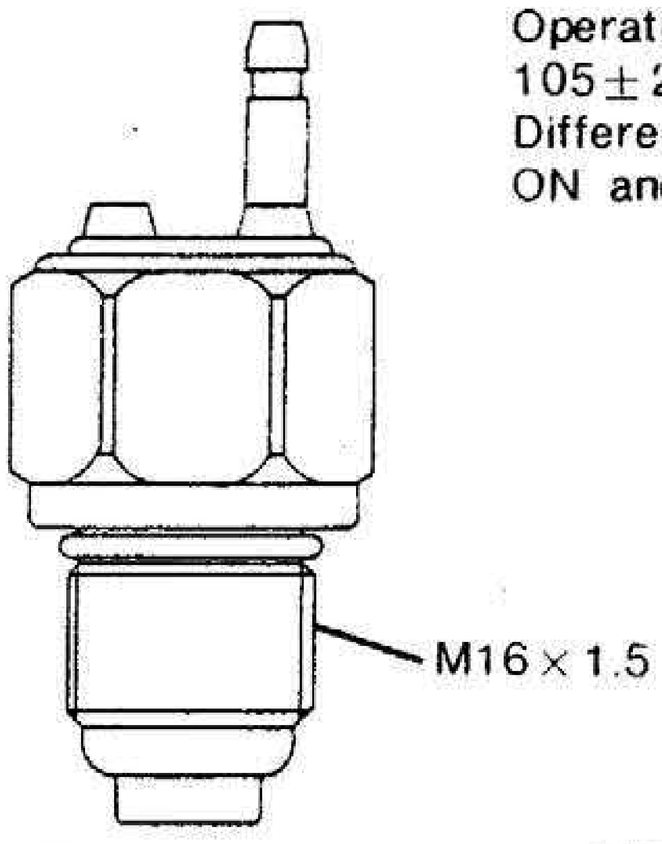
(2) Over heat warning unit

The over heat warning unit won't operate if the temperature-sensing portion is not in contact with coolant. If the coolant level is low or if there is only steam, the over heat warning unit won't operate completely.

Immerse the temperature-sensing portion in water, heat the water, and check the over heat warning unit operating temperature with a mercury THERMOMETER





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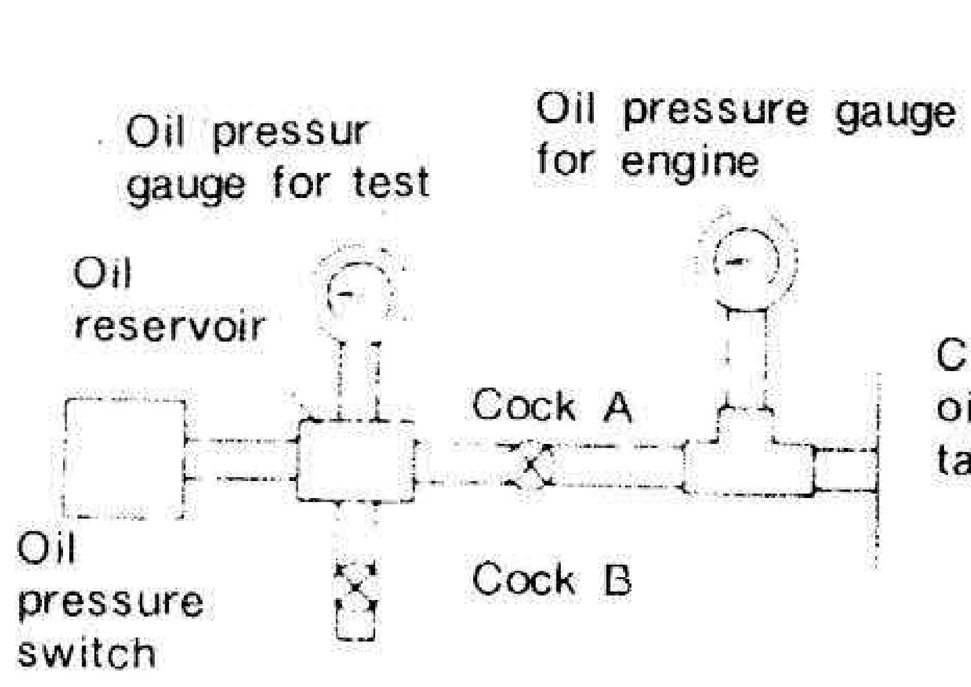
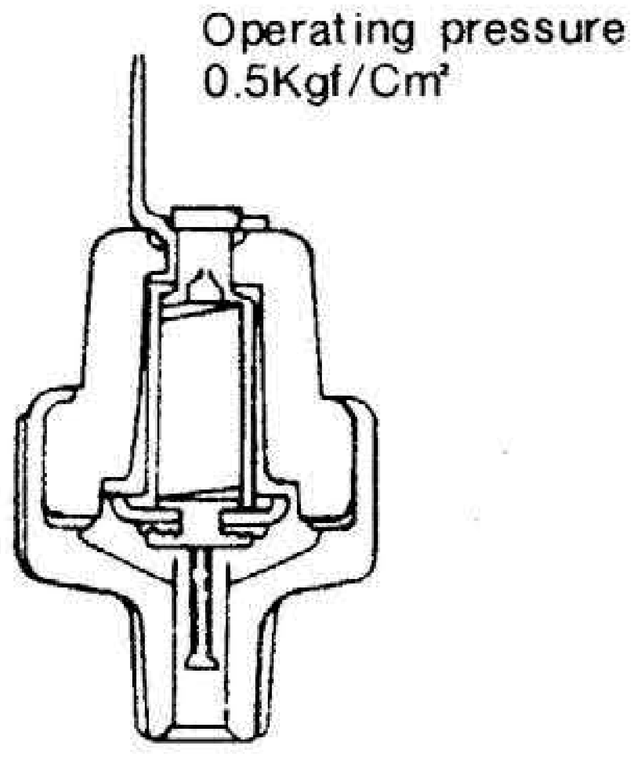
(3) Oil Pressure Switch

Connect the pipes as shown above, close the cocks A and B, and start the engine. After the oil pressure has risen, fully open the cock A to lead the oil pressure to the oil pressure switch. Then close the cock A to shut off the oil passage to the engine and hold the oil reservoir.

Slowly open the cock B to lower the oil pressure and check the oil pressure switch operating oil pressure with the test oil pressure gauge.