



Installation of electronic governor support

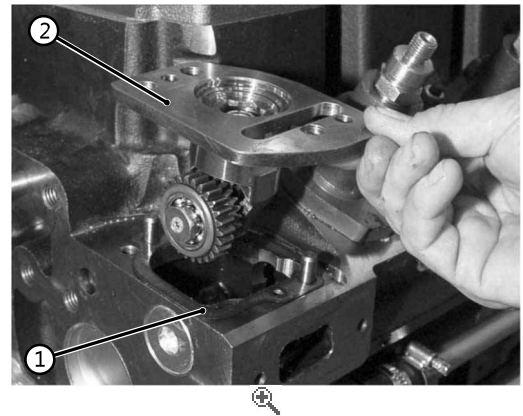
Fit gasket (1) and fit relay (2) centring the oil pump drive shaft.



NOTE

Oil the relay gears and relative shaft.

Relay: engine oil

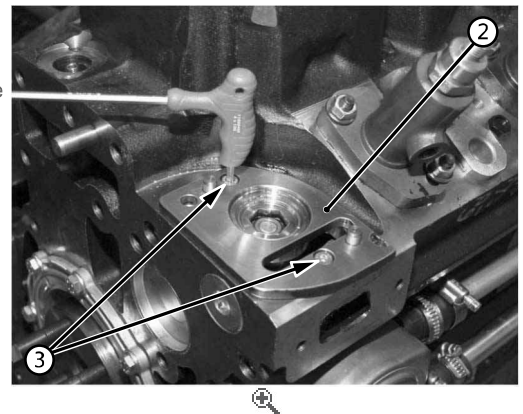


1.

Fix relay (2) with screws (3).

Lubricate the gears and bearings by pouring about 30 cm³ of oil into the flange hole.

Gears: engine oil



2.

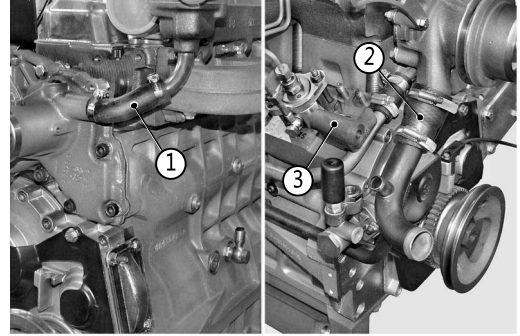


Engine coolant pump

3-4 cylinder versions

Loosen the clamps and disconnect hoses (1) and (2) from the pump.

Remove alternator support (3).



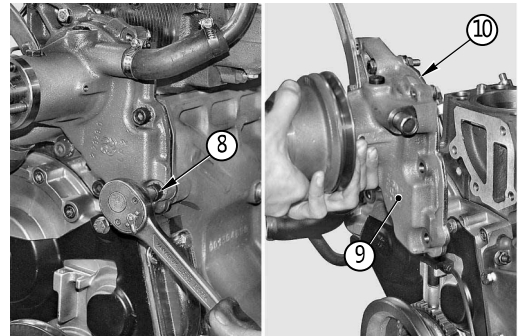
1.

Unscrew and remove screws (8); remove pump (9) and relative gasket (10).



NOTE

Renew the gasket every time the pump is removed.



2.

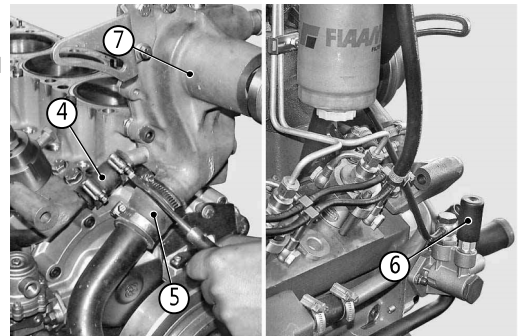
6-cylinder version

Loosen the clamps and remove hoses (4), (5), (6) and remove pump (7) and the relative gasket.



NOTE

Renew the gasket every time the pump is removed.

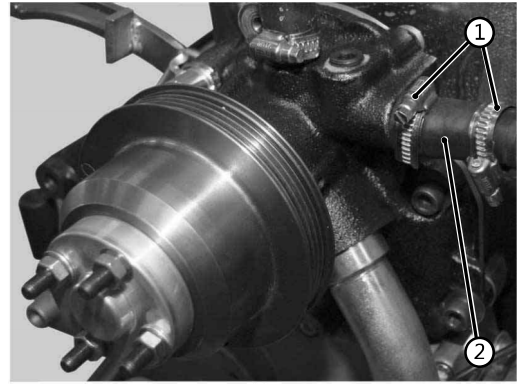


3.



Engine coolant pump

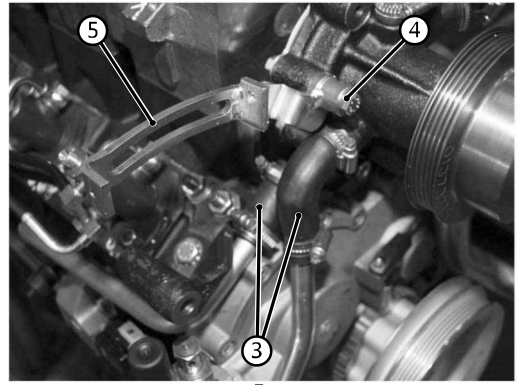
If the coolant line was not previously removed, loosen clamps (1) and disconnect hose (2).



1.

Loosen the clamps and disconnect hoses (3).

Loosen screw (4) and remove alternator support (5).



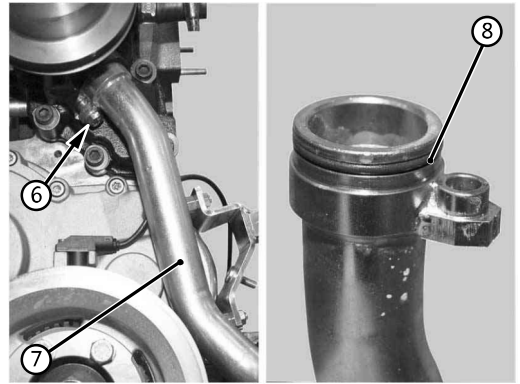
2.

Unscrew screw (6) and remove pipe (7).



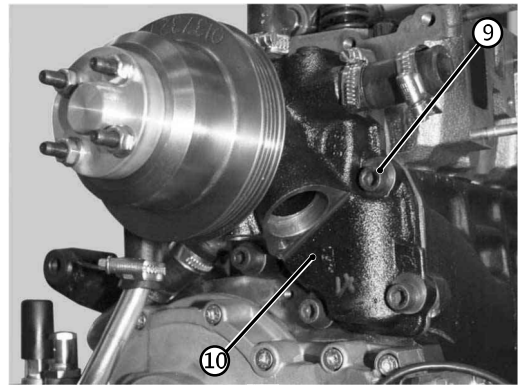
NOTE

Renew oil seal (8) on reassembly.



3.

Loosen and remove the four screws (9) with washer then remove engine coolant pump (10).



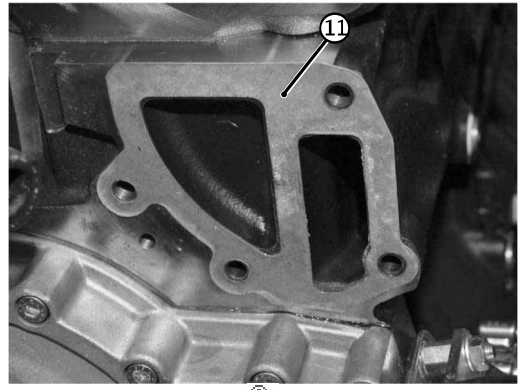
4.

Remove gasket (11).

NOTE



Renew gasket (11) after every removal.



5.

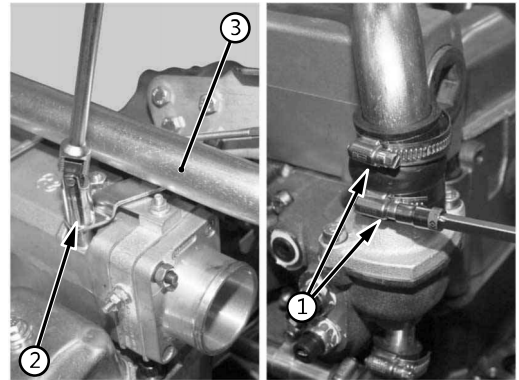
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Thermostatic valve

Removal

Loosen clamps (1), undo screw (2) and remove pipe (3).



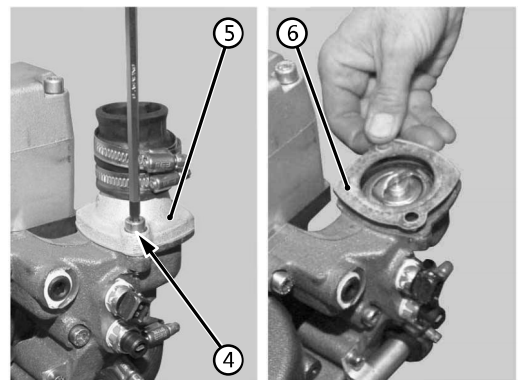
1.

Loosen and remove screws (4) and remove cover (5) and gasket (6).



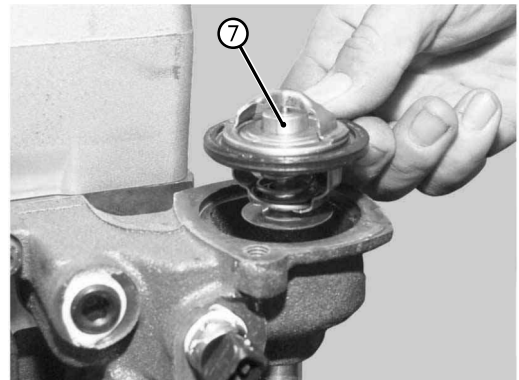
NOTE

Renew the gasket at each disassembly.



2.

Remove thermostatic valve (7).



3.

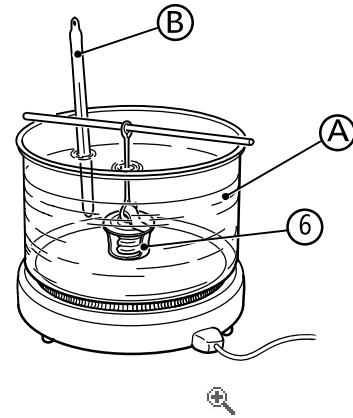


Checking the thermostat valve

Fully immerse the thermostatic valve in a pan "A" of coolant.

Heat the coolant, while checking the temperature with a thermometer "B".

Make sure that the thermostat valve opening is 0.1 mm (0.004 in.) when coolant temperature is 79 ± 2 °C (174.2 ± 35.6 °F) and the opening is 7 mm (0.276 in.) when temperature reaches 94 °C (201.2 °F).



1.



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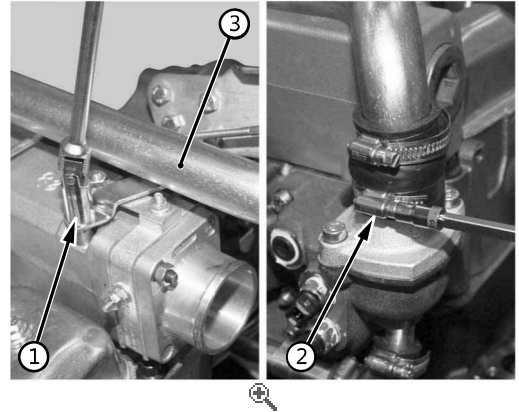
2.

If the values found differ from the those indicated above, fit new thermostatic valve (6). Do not attempt to adjust valve calibration.



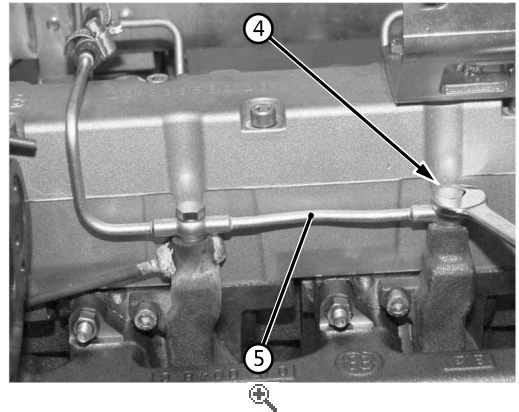
Cooling and intake ducts

Loosen screw (1) and clamp (2); remove radiator connection pipe (3).



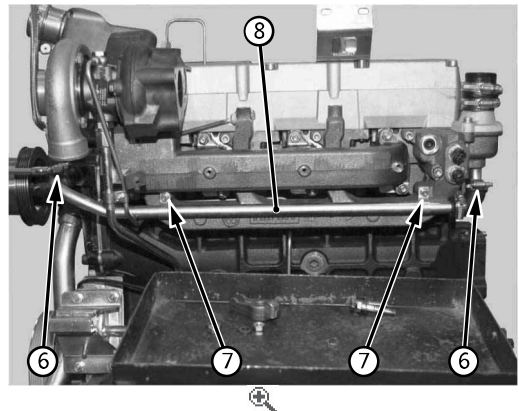
1.

Loosen and remove unions (4) and remove pipe (5).



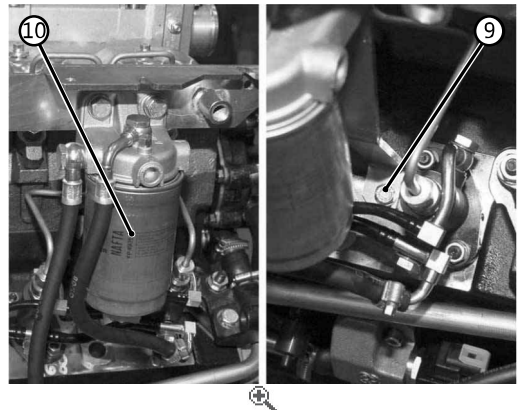
2.

Loosen clamps (6), undo screws (7) and remove pipe (8).



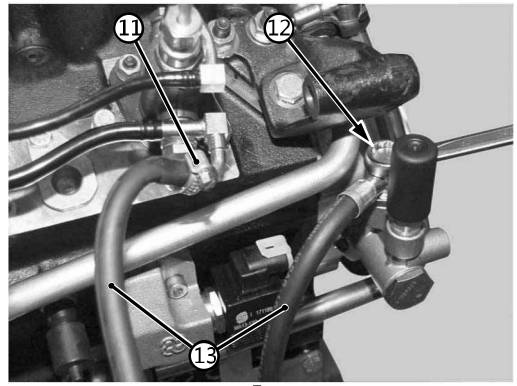
3.

Undo screw (9) and slide out fuel filter (10) and relative supporting bracket.



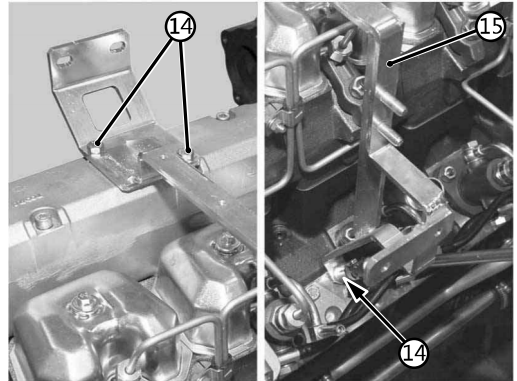
4.

Loosen clamp (11), undo union (12), disconnect pipes (13) and remove fuel filter (10) complete with supporting bracket.



5.

Undo screws (14) and remove blow-by support bracket (15).



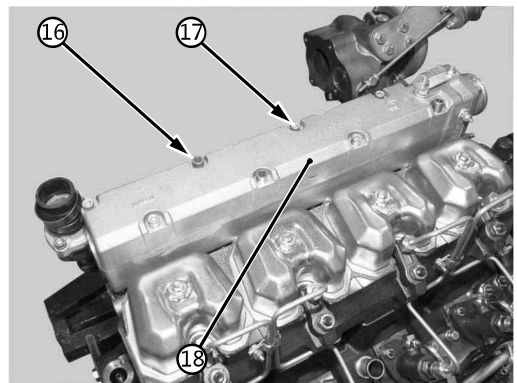
6.

Remove the three spacers (16) and undo the five fixing screws (17).
Remove intake manifold (18).



NOTE

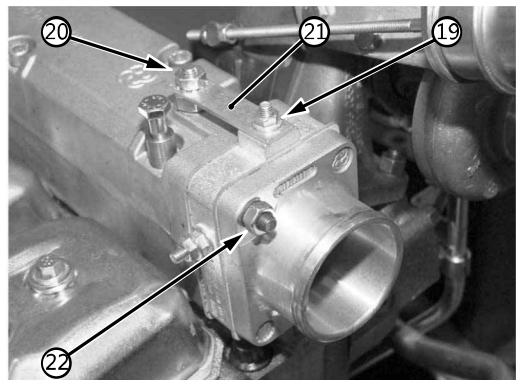
Renew the gaskets on reassembly.



7.

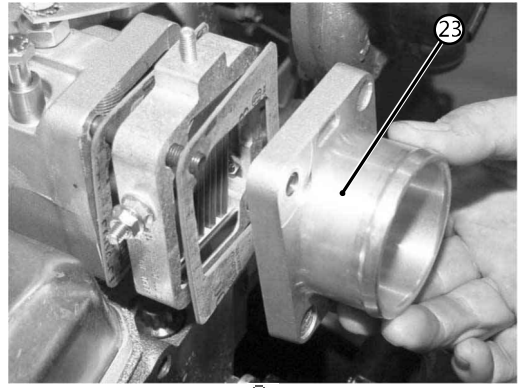
Heating element

Undo nut (19), loosen nut (20) and move bracket (21) aside.
Unscrew the two flange fixing nuts (22).



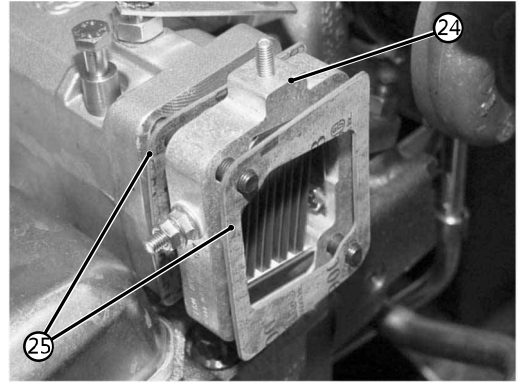
1.

Remove flange (23).



2.

Remove heating element (24) and gaskets (25).



3.



Final engine checks

These checks are necessary for the final setup of the fuel injection system and to check the efficiency of the engine lubrication system. The tests are to be carried out after the engine has been installed on the tractor and after all the liquid levels have been restored (engine oil, coolant, fuel and recharging of the air conditioning system).

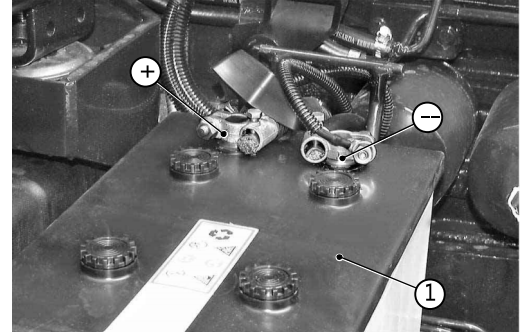
Initial start-up and oil pressure check

Check that the battery is fully charged and then connect the terminals.



NOTE

First connect the positive terminal (+) and then the negative (-).



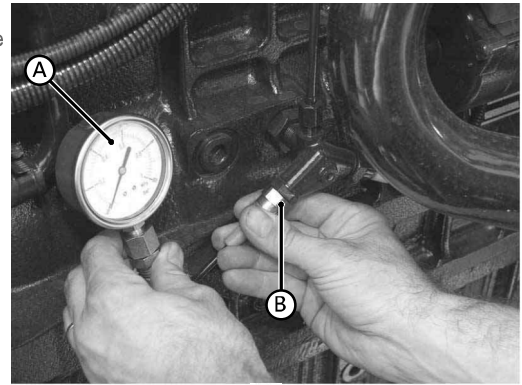
1.

Remove the engine oil pressure sensor and connect a 10 bar pressure gauge "A" to pressure test fitting "B".



NOTE

Note that in this condition, the oil pressure warning light will not illuminate when the electrical circuits are powered on.



2.

3. Loosen the drain plug on the fuel filter and operate the fuel lift pump until the fuel flowing out of the drain hole is free of air bubbles. Tighten the plug.



NOTE

If no resistance is encountered when operating the lever of the fuel lift pump and no fuel flow is obtained, turn the starter key briefly back and forth until the fuel starts to flow.

Run the engine at idle speed and check that pressure gauge (fitted in step 2) shows a reading of 0.5 ... 1.5 bar (7.25 ... 21.75 psi).

4. Leave the engine idling for about 5 minutes, and then, using the hand throttle, set an engine speed of about 1200 rpm to bring the engine up to its normal operating temperature (engine oil temperature above 65°C).
5. Return the engine to idle speed and check that the oil pressure indicated on the pressure gauge is greater than 0.5 bar.
6. Stop the engine, remove the pressure gauge and carry out the procedure to synchronize the injection pumps.

Synchronizing the injection pumps

This procedure should be carried out:

- o After the removal of one or more pumps for testing, overhaul or renewal.
- o When the engine runs unevenly and the engine parameters have already been checked using the All Round Tester or (for industrial engines) the electronic control unit.



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All checks described below must be performed in a well-

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