



Oil sump

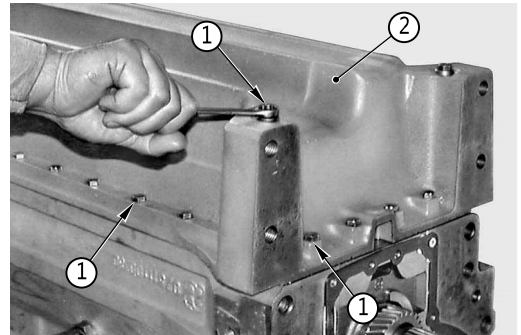
Removal

Unscrew and remove screws (1) securing oil sump (2).



NOTE

Make a note of the positions of the washers and spacers.



1.

Attach oil sump (2) to a hoist and remove it.



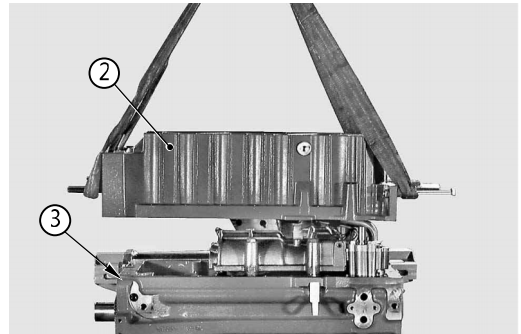
NOTE

To remove the oil sump tap gently and evenly with a rubber mallet.



NOTE

Renew gasket (3) on reassembly.



2.

Installation

Coat the sump mating surfaces in correspondence with the front and rear main bearings oil seals with sealant.

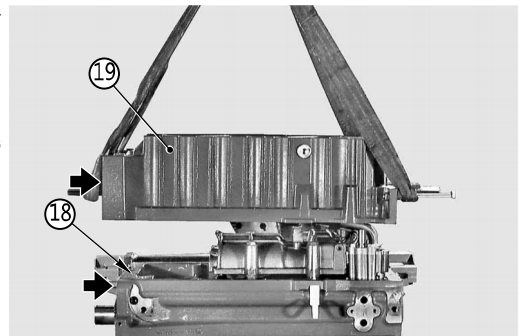
Seal area: Silastic 738

Position gasket (18), install sump (19) so that the rear face of sump (19) is aligned with the rear face of the engine block as shown by the arrows; fix the sump with the screws.



NOTE

Fit the washers and spacers under the screws as noted on disassembly.



Screws: 30...35 Nm (22.1...24.8 lb.ft.)

1.



INJECTION PUMPS, GOVERNOR AND FUEL SUPPLY

1. Remove the fuel filter.



NOTE

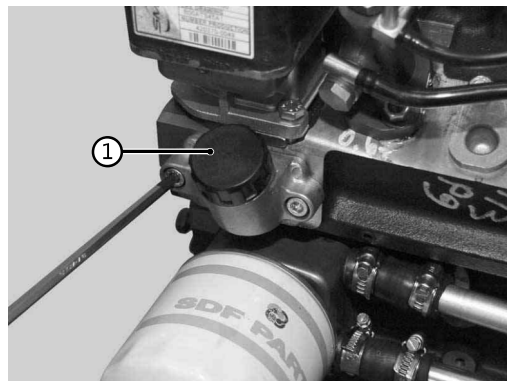
Plug the pipes to prevent the ingress of dirt.

Remove oil filler cap (1).



NOTE

Inspect the O-ring carefully; if in the least doubt about its condition, fit a new seal.



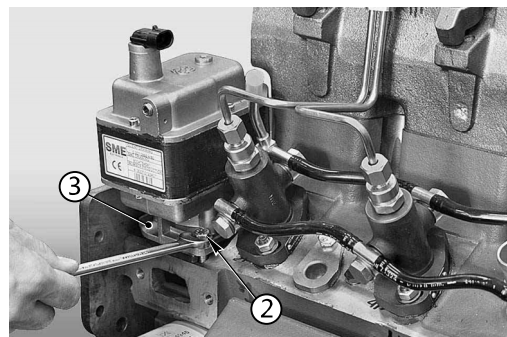
- 2.

Remove screws (2) securing governor drive unit (3).



NOTE

On 3/4-cylinder versions, this unit also drives the oil pump.



- 3.

4. Only if necessary

See para.

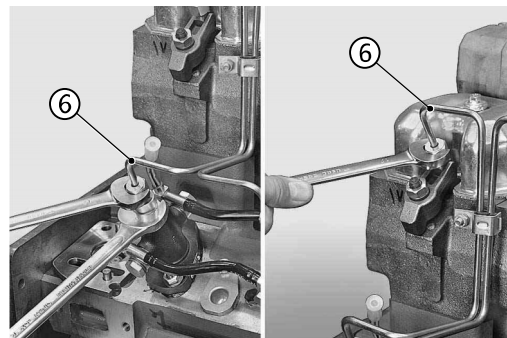
Remove fuel delivery pipes (6) to the injectors.

(For details, see "REMOVING HEADS").



DANGER

Plug the pump unions immediately after having removed the fuel delivery pipes.



- 5.

Undo unions (7) and remove fuel supply pipe (8) to the injection pumps.



NOTE

Renew the bronze seals of the unions on reassembly. Use original parts only.



NOTE

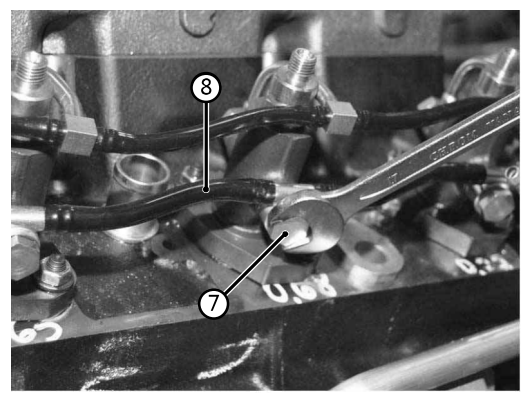
Carefully inspect the threads of the unions; if damaged, renew

the union using original parts only.

DANGER



Plug the pump ports with unions (7) immediately to prevent the ingress of contaminants.



6.

Remove unions (9) and fuel return pipe (10).



NOTE

Renew the seals of the unions on reassembly. Use original parts only.



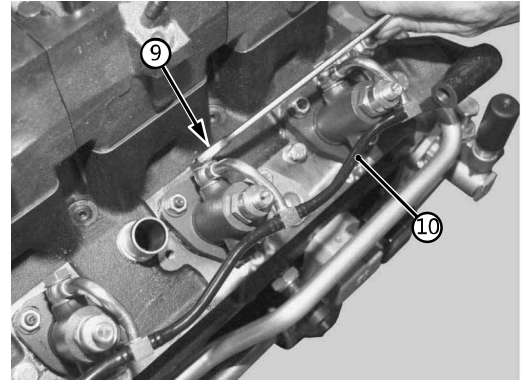
NOTE

Carefully inspect the threads of the unions; if damaged, renew the union using original parts only.



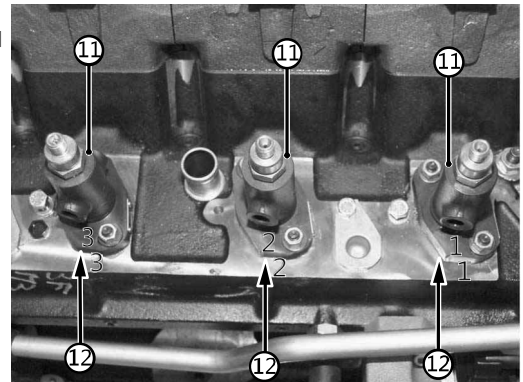
DANGER

Plug the pump ports with unions (9) immediately to prevent the ingress of contaminants.



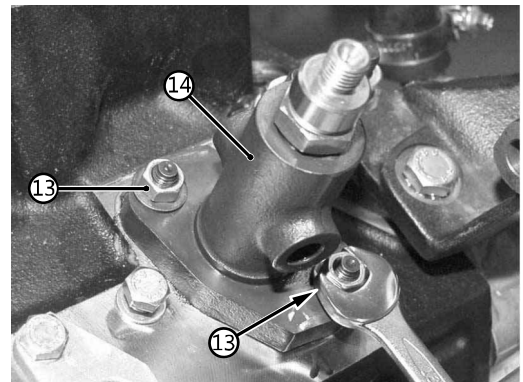
7.

Record the positions of injection pumps (11) and relative shims (12) to avoid confusion during re-assembly.



8.

Gradually loosen and remove locknuts (13) and flange (14) of the injectors.



9.

Manually move the control rod to around the mid-point of its stroke, remove the nuts and washers and remove injection pumps (11) and shim pack (12).



NOTE

Note that if the shims or the pumps are mixed up and not

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