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MANUAL PREVIEW

J.I. Case

Service Manual

Robert Bosch Fuel

Injection Equipment
and Timing for

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Case Diesel Engines

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MANUAL PREVIEW

ROBERT BOSCH FUEL INJECTION
EQUIPMENT
FOR
CASE DIESEL ENGINES

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SEQUENCE FOR BLEEDING THE FUEL SYSTEM

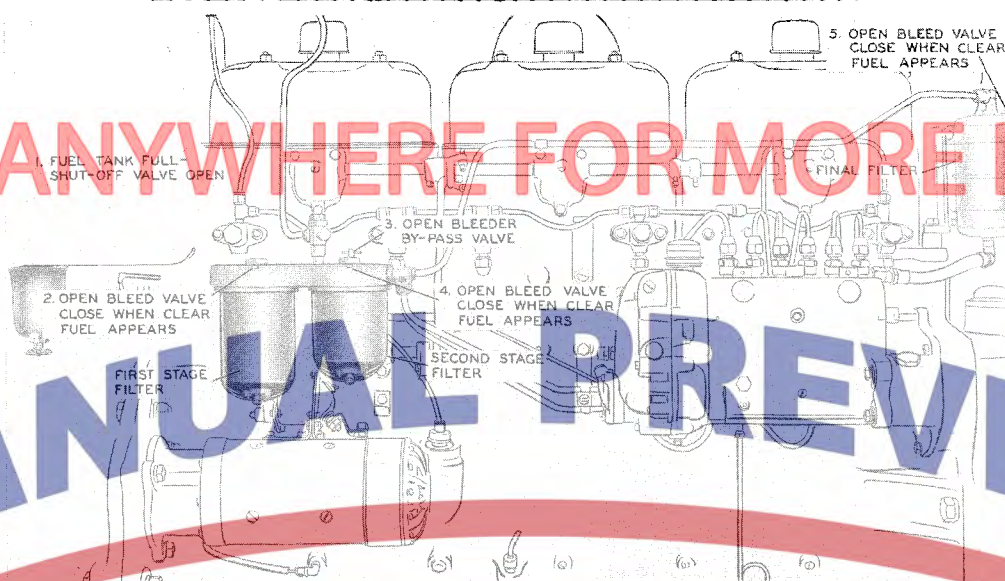


Figure 2

IMPORTANT

1. Be certain the fuel tank is full for the bleeding operation.
2. Wipe the filter tops, transfer pump and injection pump clean before opening the bleed valves.
3. Close the bleeder by-pass immediately after bleeding the final filter.

NOTE: If difficulty is encountered in bleeding the final filter or starting the engine, check the following:

1. Make sure the fuel tank is full of the correct fuel.
2. Bleed the air from the transfer pump as follows:
 - a. Remove the ball check valve at the injection pump, Figure 3.
 - b. Loosen the cap nut on the inlet side of the fuel transfer pump, Figure 3.
 - c. Decompress the engine and crank the engine over by means of the starting motor until a steady stream of clean fuel appears at both the transfer pump and the ball check opening in the injection pump. When a steady stream of clean fuel appears at the openings, Figure 3, retighten the cap nut on the transfer pump and reinstall the check valve on the injection pump.



Figure 3

IMPORTANT

Do not use the starting motor longer than 30 seconds without interruption.

REMOVING, TIMING AND REPLACING THE ROBERT BOSCH MODEL PES
FUEL INJECTION PUMP ON CASE HEAVY DUTY DIESEL ENGINES

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Summary of Timing Instructions

1. Set the Engine Number 1 Piston at the correct number of degrees before top dead center on the compression stroke. Refer to the Operator's Manual for the exact number of degrees.
2. Remove the plug from the timing hole in the pump drive housing - the mark on the injection pump gear will be aligned with the mark on the pump flange if the pump is properly timed to the engine.

Refer to Page 2 Steps 2 and 3 for complete timing instructions.

CAUTION

THE TIMING ADJUSTMENTS MUST BE EXACT.
AS LITTLE AS ONE DEGREE OFF MAY EFFECT
ENGINE PERFORMANCE.

The results of incorrect timing are:

- a. Engine will not start or hard starting
- b. Excessive, exhaust smoke,
- c. Lack of power.

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Figure 1

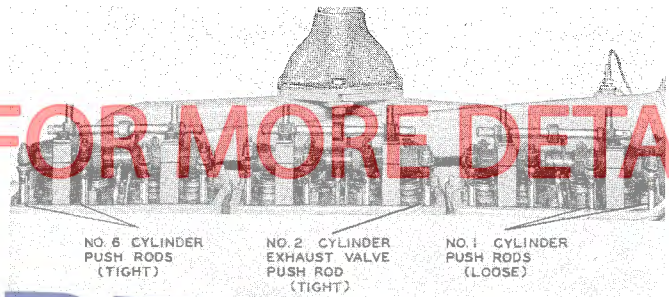


Figure 4 Note: on a 4 Cylinder Engine, No. 4 Cylinder Push Rods Will Be Tight.



Figure 2



Figure 5

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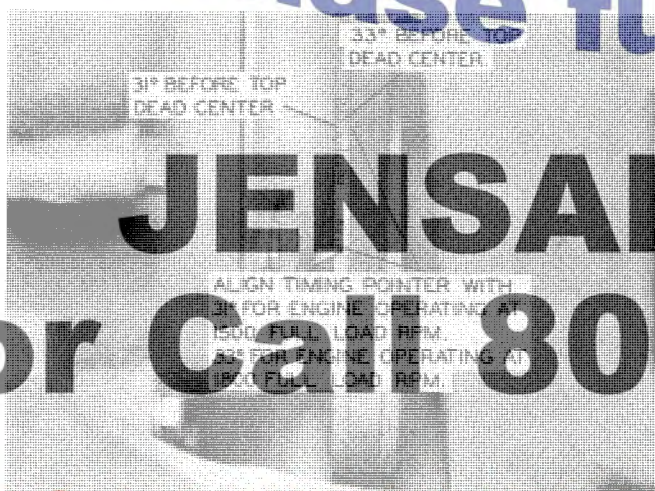


Figure 3



Figure 6

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INJECTION PUMP INSTALLATION AND TIMING

If a replacement pump is being installed, be sure to use pump gear, elbows fittings and tee from the pump that was removed from the engine. Align the mark on the pump gear with mark on the pump flange, Figure 7.

To install the injection pump on the engine:

1. Turn the pump gear counter - clockwise, about the width of one tooth from the mark on the injection pump flange (this will allow the two marks to become aligned when the pump gear is slipped into mesh with the small helical pinion drive gear, in the pump drive housing, Figure 6.)
2. Install the injection pump on the engine and reconnect all of the fuel lines and throttle linkage. NOTE: Do not tighten the pump mounting capscrews until the last step as it may be necessary to rotate the pump slightly toward or away from the engine to align the timing marks, Figure 6.

CAUTION

Tighten High Pressure Fuel Lines finger tight (snug) plus $1/8$ turn with CD 507 3/4 inch Open End Box Wrenches.

Tighten Low Pressure Fuel Lines so the nuts seat against the shoulders of the fitting bodies. Be sure the rubber gromets seat properly and are not binding or pinched on the fittings.

Checking Injection Pump Timing

If the engine has been cranked after the pump was removed, repeat Steps 2 and 3 on Page 2.

Make sure pump mounting capscrews are tight.

After the pump is correctly timed to the engine bleed the fuel system as described in Form 9-74371.

Start the engine and carefully check for leaks.



Figure 7

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