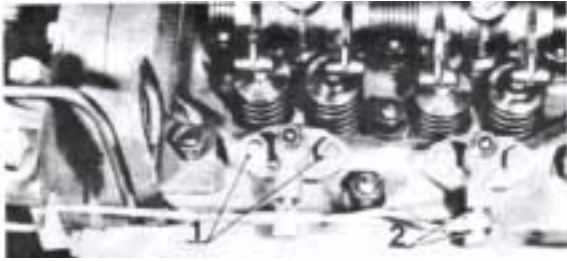
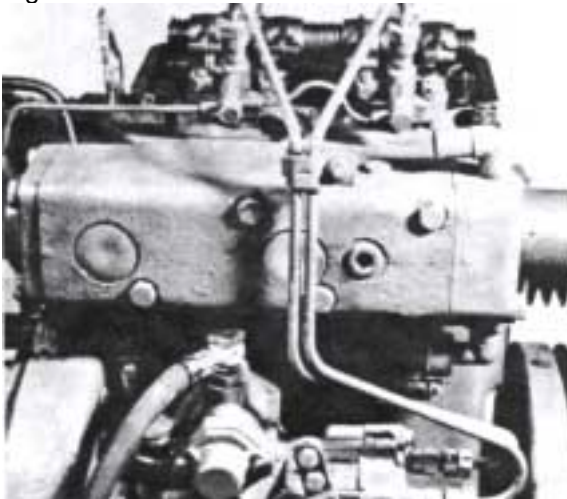


73. Fit the injectors and the overflow pipe.
Tightening torque for injectors' nuts 1 = 8 Nm (0,8 kpm = 5,8 lbfft). NOTE! Do not forget the new sealing washers 2 on both sides of the overflow pipe.



74. Fit the fuel pipes between the injection pump and the injectors. NOTE! Check to make sure that the brake pipes are properly installed, see Fig.



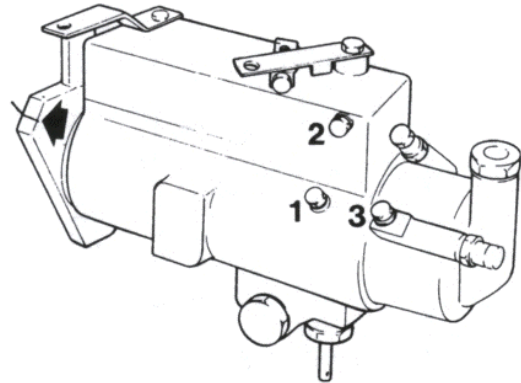
75. Adjusting the BOSCH injection pump

- Turn over the engine until the valves in cylinder No. 2 "rock". Continue to turn over the engine in the normal direction of rotation until marking 10 on flywheel coincides with the marking on the block.
- Remove the pump inspection cover and check that the marking (1) coincides exactly with the pointer (2). Adjustments are made by slackening the pump securing nuts and turning the pump.
- Tighten the nuts.
- Check the setting by turning over the engine 1/4 turn in the opposite direction of rotation, then back again to the "10," marking on the flywheel. Check that the marking (1) and the pointer (2) still coincide.
- Fit the inspection cover with the rubber gasket.



75a. Adjusting the CAV fuel injection pump

- Rotate the flywheel in a clockwise direction until both the valves on No. 1 cylinder are closed (compression stroke).
- Assemble the pump so that the marking coincides with that on the transmission housing see fig.
- Fit on the gear wheel. NOTE! The figure (1) is to be turned towards the figure (1) of the intermediate wheel.
- Bleed the air from the pump with the bleed-screws in the following order 1, 2, 3.



76. Adjust the valves as follows:
Rotate the flywheel until both valves on a cylinder "rock". Turn the flywheel one further turn and adjust the valves for this cylinder. Repeat the procedure for the other cylinder. With a hot engine, the clearance should be 0.30 mm (0.012") for both the intake and exhaust valves.

