

YANMAR SERVICE NEWS

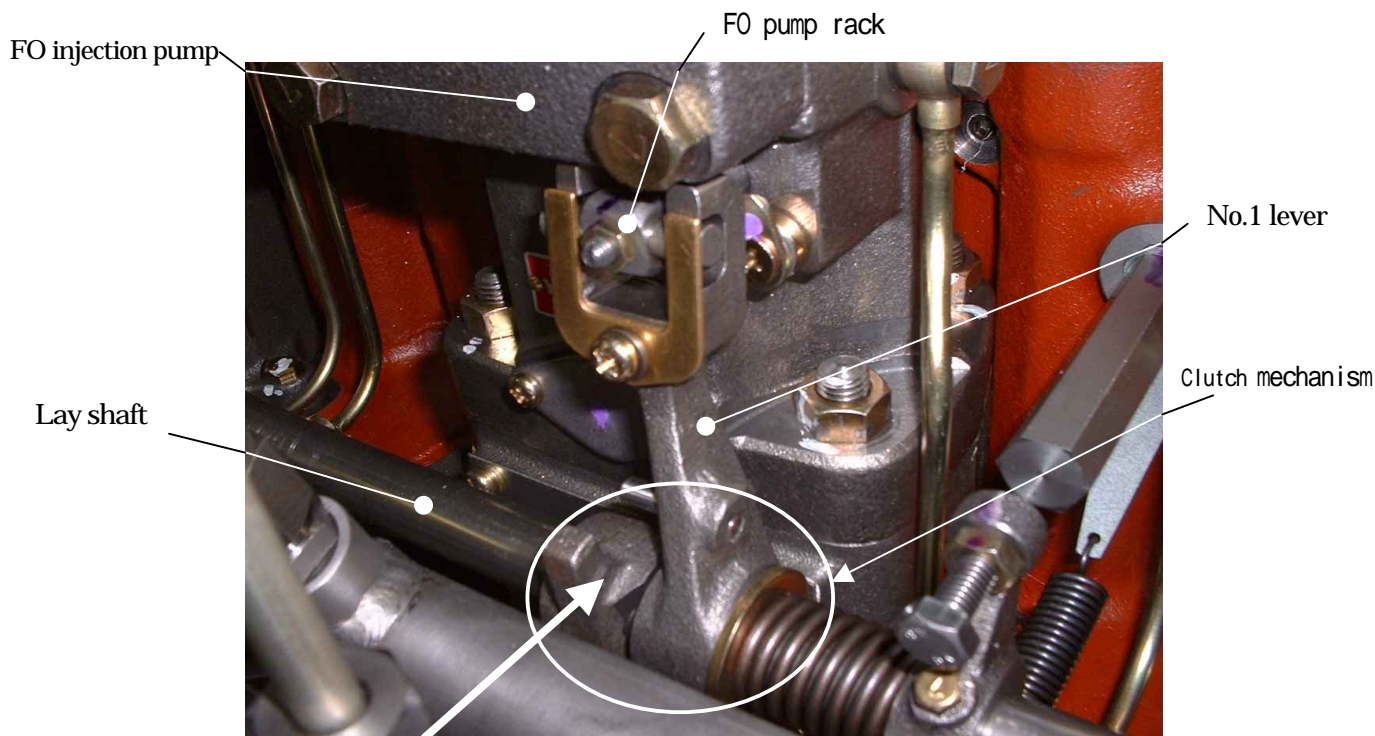
Title	How to Check FO Injection Pump Rack Function Manually	No. : 02-2-G-10-028-L (S/No.) Date: Oct. 2002
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Eng. Models	S185(A)(D)(L), M200(A)(L), M220(A)(L), T240(A)(L), T260(L), 6N18(A)(L), 6/8N21(A)(L), 6N260(L), 6/8N280(L), 6/8N330(L), DY25, DY26, DY28, Z280(L)	Applications	Marine Main & Aux. and Industrial Engines
		Engine Nos.	

The FO injection pump rack is controlled by the No.1 lever. The clutch is installed between the No.1 lever and the lay shaft. This is to facilitate the control of FO injection pump rack of another cylinder without the need to separate the cylinder with the clutch for controlling the pump rack of a particular cylinder when the FO injection pump plunger or rack of that cylinder get stuck.

When checking the FO injection pump rack function and lubricating the rack by using this clutch mechanism while the engine control handle is stopped, shift the FO injection pump rack manually from the lowest rack position to the largest rack position, (push the rack up to the position equivalent to 110% load position.) When the No.1 lever is kept at the largest injection position at this time, the clutch mechanism is released completely and the clutch will not return to ON, (the state where the No.1 lever gears with the lay shaft for working, through the clutch's spring force. **Accordingly, after checking the rack function or lubrication, be sure to return the clutch of all injection pumps to ON manually, (with the rack position at the engine stop).**

If you start the engine leaving the rack at the largest injection position even only for one cylinder, overrunning will occur and a serious accident can result. (The FO injection pump of a particular cylinder at that position continues to inject fuel since it not stop automatically even when the safety device is activated.)



Do not push in the clutch excessively. It releases and can't return.

Fig.1

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