

Fuel injection system, bleeding (19A-08)

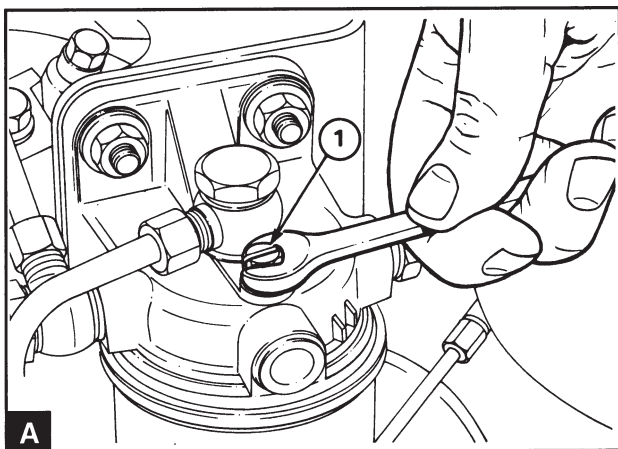
If air has entered the fuel injection system it must be removed before the engine is started.

Air can enter the fuel injection system if:

- The fuel tank is run dry during normal operation.
- The low pressure fuel lines are loosened.
- Any section of the low pressure system leaks while in operation.

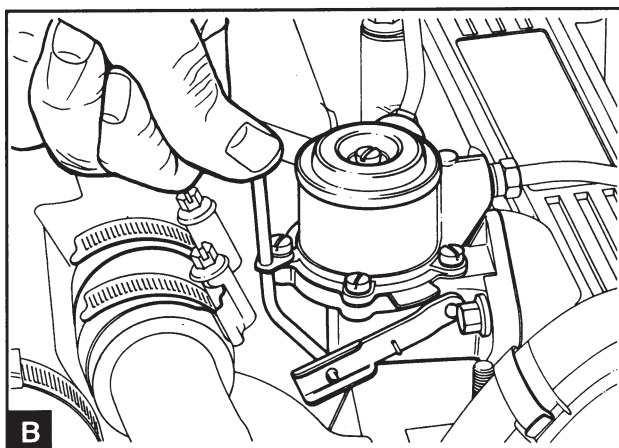
Carry out the following to bleed the system:

1



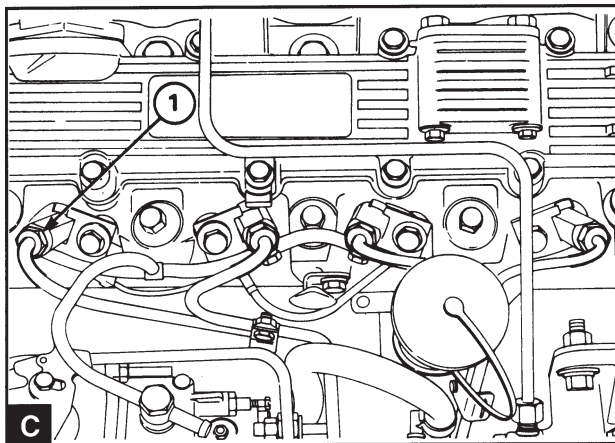
Slacken off the bleed screw (A1) located above the fuel filter, two or three turns.

2



Pump the supply pump (B) with the lever until air free fuel comes out of the bleed screw. Tighten the bleed screw on the filter. If the supply pump drive cam is in position for maximum cam lift it is not possible to pump by hand. In this situation the crankshaft must be turned one revolution.

3



Slacken off the connector nuts for the delivery lines at the injectors (C). Depending on the type of injectors the connector nuts can be located above or beside the injectors.

4

Operate the starter motor until air free fuel is forced out of the delivery line connectors. If a separate switch is used for the starter motor, ensure that the switch for the engine electrical system is in the "ON" position at this moment.

5

Tighten the delivery lines connections.

6

The engine is now ready to be started.

If the engine runs as it should for a short period of time and then stops or runs unevenly, check if there is air in the fuel system. If there is air in the fuel system, there is probably a leak in the low-pressure side of the system.