SPECIFICATIONS FOR KOBELCO HYDRAULIC EXCAVATOR APPLICATIONS

Model		SK007-2
Serial Number		PT01100~
Engine		
Model		Yammer 2TN66L-UTBA
Type		4-Cycle Water Cooled Diesel w/Overhead valve
No. of Cylinders-Bore × Stroke	(mm)	2-66×64.2
Total Displacement	(cc)	439
Compression Ratio		23.0
Dry Weight	(kg)	64
Performance		
Rated Output	(PS/rpm)	8/2,550
Maximum Torque	(kgfm/rpm)	2.5/2,100 ±100
Maximum No-load R.P.M.	(rpm)	2,725 ±50
Minimum No-load R.P.M.	(rpm)	1,000 ±50
Specific Fuel Consumption	(g/PS-h)	215
Starter	(V-kW)	12-0.8
Generator	(V-A)	12-9
Battery	(V-A-h)	12-28

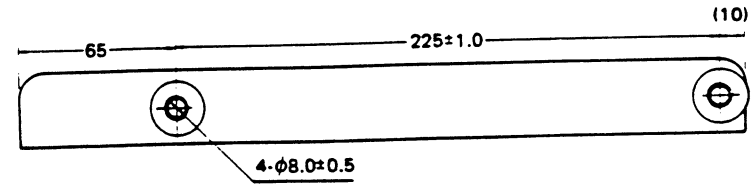
Model	SK013	SK015
Serial Number	PN00001~	PU02001~
Engine		
Model	Yanmar 3TN66L-UTBA	Yanmar 3TNA72L-UTBB
Type	4-Cycle Water Cooled Diesel w/Overhead Valve	4-Cycle Water Cooled Diesel w/Overhead Valve
No. of Cylinders-Bore × Stroke (mm)	3-66×64.2	3-72×72
Total Displacement (cc)	658	879
Compression Ratio	23.0	22.3
Dry Weight (kg)	78	97
Performance		
Rated Output (PS/rpm)	12.5/2600	16/2550
Maximum Torque (kgfm/rpm)	3.86/2300	5.2/2000
Maximum No-load R.P.M. (rpm)	2775	2725
Minimum No-load R.P.M. (rpm)	1000	1000
Specific Fuel Consumption (g/PS-h)	210	200
Starter (V-kW)	12-0.8	12-1.0
Generator (V-A)	12-20	12-20
Battery (V-A-h)	12-35(20HR)	12-45 (20HR)

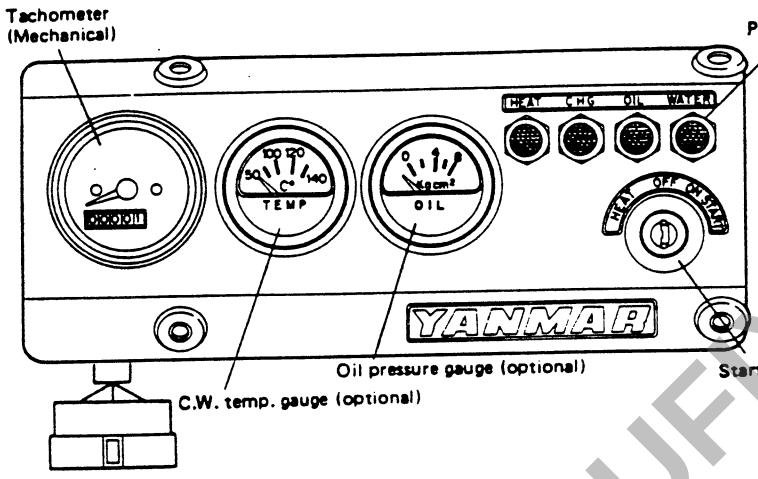
Model		SK025	SK030	SK035
Serial Number		PV04301~	PW03001~	PX01201~
Engine				
Model		3TNC78L-RTBA	3TN84L-RTBB	3TN84L-RTBC
Type		4-Cycle, Water Cooled, In-line Diesel	←	←
Number. of Cylinders-Bore × Stroke (mm)		3-78×80	3-78×86	←
Total Displacement	(cc)	1146	1429	←
Compression Ratio		17.84	18.0	←
Dry Weight	(kg)	140	157	←
Performance				
Rated Output	(PS/rpm)	21/2500	24/2300	27.5/2560
Maximum Torque	(kgfm/rpm)	7/1800	8.8/1900	←
Maximum No-load R.P.M.	(rpm)	2700±25	2480±25	2760±25
Minimum No-load R.P.M.	(rpm)	1075±25	←	←
Specific Fuel Consumption	(g/PS-h)	180	←	185
Starter	(V-kW)	12-1.4	12-2.0	←
Generator	(V-A)	12-40	←	←
Battery	(V-A-h)	12-65 (20HR)	←	←

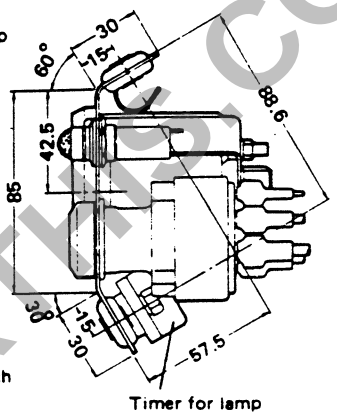
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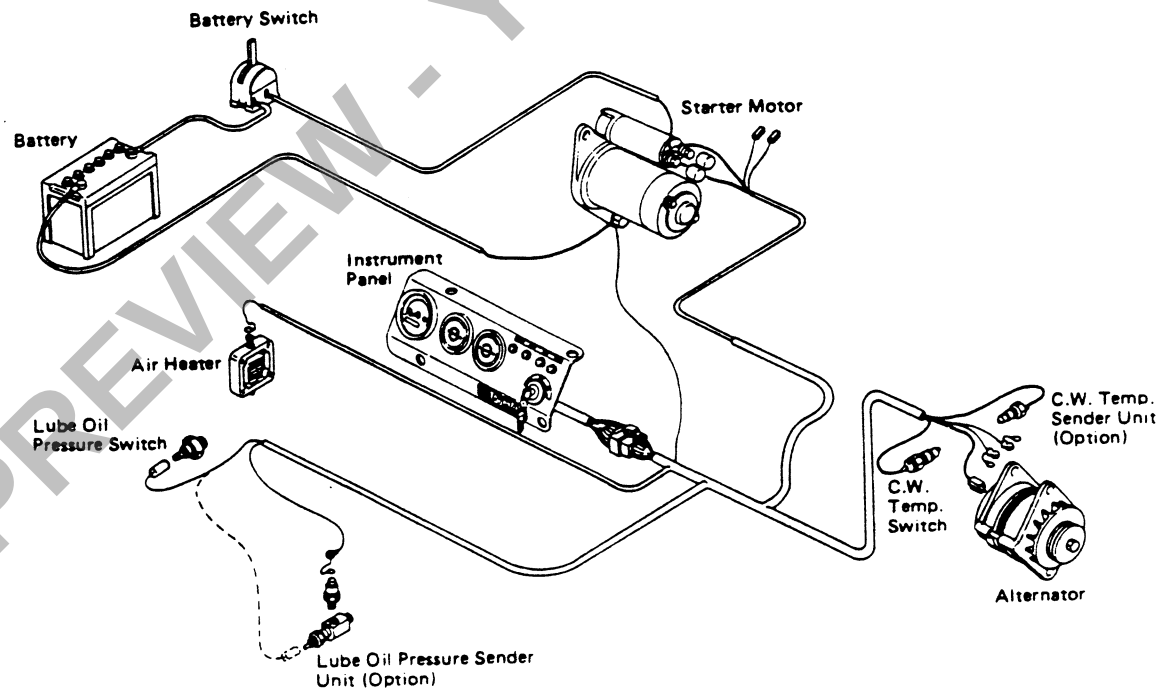
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Instrument Panel









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7. Troubleshooting

1. Troubleshooting of fuel injection pump

Complete repair means not only replacing defective parts, but finding and eliminating the cause of the trouble as well. The cause of the trouble may not necessarily be in the pump itself, but may be in the engine or the fuel system. If the pump is removed prematurely, the true cause of the trouble may never be known. Before removing the pump from the engine, at least go through the basic check points given here.

Basic check points

- Check for breaks or oil leaks throughout the fuel system, from the fuel tank to the nozzle.
- Check the injection timings for all cylinders. Are they correctly adjusted? Are they too fast or too slow?
- Check the nozzle spray.
- Check the fuel delivery. Is it in good condition? Loosen the fuel pipe connection at the injection pump inlet, and test operate the fuel feed pump.

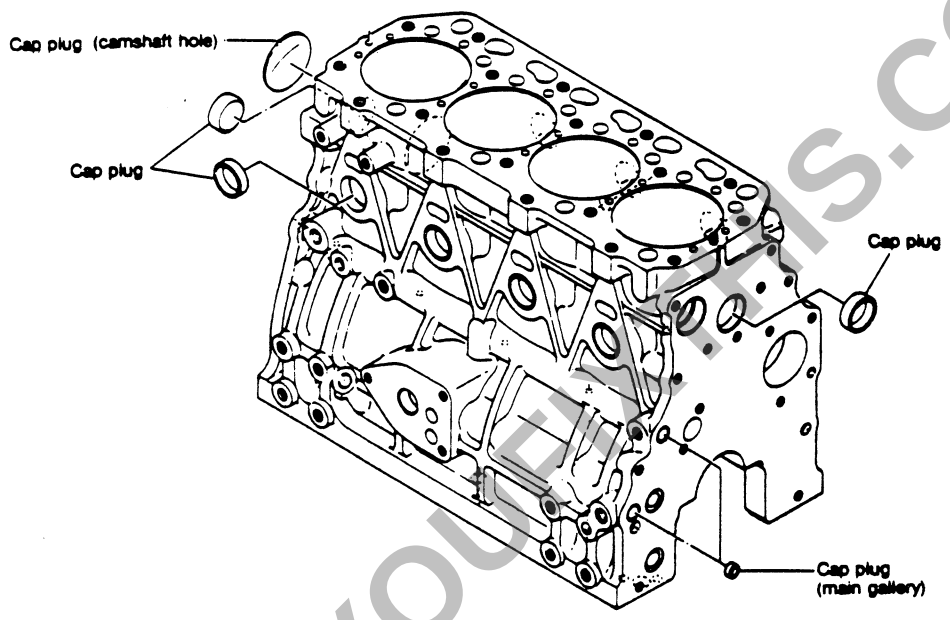
2. Major faults and troubleshooting

Fault		Cause	Remedy
1. Engine won't start.	Fuel not delivered to injection pump.	(1) No fuel in the fuel tank.	Resupply
		(2) Fuel tank cock is closed.	Open
		(3) Fuel pipe system is clogged.	Clean
		(4) Fuel filter element is clogged.	Disassemble and clean, or replace element
		(5) Air is sucked into the fuel due to defective connections in the piping from the fuel tank to the fuel pump.	Repair
		(6) Defective valve contact of feed pump	Repair or replace.
		(7) Piston spring of feed pump is broken.	Replace
		(8) Inter-spindle or tappets of feed pump are stuck.	Repair or replace
	Fuel delivered to injection pump.	(1) Defective connection of control lever and accel. rod of injection pump.	Repair or adjust
		(2) Plunger is worn out or stuck.	Repair or replace
		(3) Delivery valve is stuck.	Repair or replace
		(4) Control rack doesn't move.	Repair or replace
		(5) Injection pump coupling is damaged, or the key is broken.	Replace
	Nozzle doesn't work.	(1) Nozzle valve doesn't open or close normally.	Repair or replace
		(2) Nozzle seat is defective.	Repair or replace
		(3) Case nut is loose.	Inspect and tighten
		(4) Injection nozzle starting pressure is too low.	Adjust
		(5) Nozzle spring is broken.	Replace
		(6) Fuel oil filter is clogged.	Repair or replace
		(7) Excessive oil leaks from the nozzle sliding area.	Replace the nozzle assembly
	Injection timing is defective.	(1) Injection timing is retarded due to failure of the coupling.	Adjust
		(2) Camshaft is excessively worn.	Replace camshaft
		(3) Roller guide incorrectly adjusted or excessively worn.	Adjust or replace
		(4) Plunger is excessively worn.	Replace plunger assembly
2. Engine starts, but immediately stops.		(1) Fuel pipe is clogged.	Clean
		(2) Fuel filter is clogged.	Disassemble and clean, or replace the element.
		(3) Improper air-tightness of the fuel pipe connection, or pipe is broken and air is being sucked in.	Replace packing; repair pipe
		(4) Insufficient fuel delivery from the feed pump.	Repair or replace

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1. Cylinder Block

The cylinder block is thin-skinned, (low-weight), short skirt type with rationally placed ribs. The side walls are wave shaped to maximize ridigity for strength and low noise.



1-1 Inspection of parts

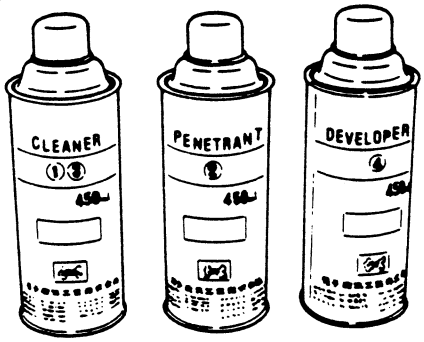
Make a visual inspection to check for cracks on engines that have frozen up, overturned or otherwise been subjected to undue stress. Perform a color check on any portions that appear to be cracked, and replace the cylinder block if the crack is not repairable.

1-2 Cleaning of oil holes

Clean all oil holes, making sure that none are clogged up and the blind plugs do not come off.

Color check kit
Part code No. 97550-004560

	Quantity
Penetrant	1
Developer	2
Cleaner	3



1-3 Color check procedure

(1) Clean the area to be inspected.
(2) Color check kit
The color check test kit consists of an aerosol cleaner, penetrant and developer.
(3) Clean the area to be inspected with the cleaner.
Either spray the cleaner on directly and wipe, or wipe the area with a cloth moistened with cleaner.
(4) Spray on red penetrant
After cleaning, spray on the red penetrant and allow 5 ~ 10 minutes for penetration. Spray on more red penetrant if it dries before it has been able to penetrate.
(5) Spray on developer
Remove any residual penetrant on the surface after the penetrant has penetrated, and spray on the developer. If there are any cracks in the surface, red dots or a red line will appear several minutes after the developer dries.
Hold the developer 300 ~ 400mm (11.8110 ~ 15.7480in.) away from the area being inspected when spraying, making sure to coat the surface uniformly.
(6) Clean the surface with the cleaner.

Note: Be sure to read the instruction for the color kit before use.

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4. Bolt/Nut Tightening Torque

1. Main bolt/nut tightening torque

kg-m (ft-lbs)

Item		2,3TN66E	3TNA72E	3TN75E 3TNC78E	3,4TN82(84)E 3,4TN82(84)TE	
Cylinder head clamping bolt[a]	Thread dia. x pitch Tighting torque	M 8 x 1.25 3.3 – 3.7 (23.9 – 26.8)	M 9 x 1.25 6.0 – 6.5 (43.4 – 47)	M 9 x 1.25 6.8 – 7.2	M10 x 1.25 7.5 – 8.5 (54.2 – 65.1)	
Connecting rod clamping bolt[a]	Thread dia. x pitch Tighting torque	M 7 x 1 2.3 – 2.8 (16.6 – 20.3)	M 7 x 1.0 2.3 – 2.8 (16.6 – 20.3)	M 8 x 1 3.8 – 4.2 (27.5 – 30.4)	M 9 x 1 4.5 – 5.0 (32.6 – 36.2)	
Flywheel clamping bolt[a]	Thread dia. x pitch Tighting torque	M10 x 1.25 8.2 – 8.8 (59.3 – 63.6)	M10 x 1.25 8.2 – 8.8 (59.3 – 63.6)	M10 x 1.25 8.5 – 9.0 (61.5 – 65.2)	M10 x 1.25 8.5 – 9.0 (61.5 – 65.2)	
Main bearing clamping bolt[a]	Thread dia. x pitch Tighting torque	M 9 x 1.25 5.3 – 5.7 (38.3 – 41.2)	M10 x 1.25 7.5 – 8.5 (54.2 – 65.1)	M10 x 1.25 7.8 – 8.2 (56.5 – 59.4)	M12 x 1.25 9.5 – 10.5 (68.7 – 76.0)	
Crankshaft V-pulley clamping bolt[a]	Thread dia. x pitch Tighting torque	M12 x 1.5 8.5 – 9.5 (61.5 – 68.7)[b]	M12 x 1.5 8.5 – 9.5 (61.5 – 68.7)[b]	M14 x 1.5 11 – 13 (79.6 – 94.1)	M14 x 1.5 11 – 13 (79.6 – 94.1)	
Fuel injection nozzle case nut/Holder	Thread dia. x pitch Tighting torque	0.605-40UNS-2A 4.0 – 4.5 (29.0 – 32.6)	0.605-40UNS-2A 4.0 – 4.5 (29.0 – 32.6)	4 – 4.5 (29.0 – 32.6)	4 – 4.5 (29.0 – 32.6)	
Fuel injection nozzle	Thread dia. x pitch Tighting torque	M20 x 1.5 5.0 – 5.4 (36.2 – 39.1)	M20 x 1.5 5.0 – 5.4 (36.2 – 39.1)	M6 x 2 0.4 – 0.5 (2.9 – 3.6)	M6 x 2 0.4 – 0.5 (2.9 – 3.6)	
Fuel pump driving gear nut[a]	Thread dia. x pitch Tighting torque	Shrinkage fit	←	5.0 – 7.0 (36.2 – 50.7)	5.0 – 7.0 (36.2 – 50.7)	
Glow plug	Thread dia. x pitch Tighting torque	M10 x 1.25 1.5 – 2 (10.8 – 14.5)	M10 x 1.25 1.5 – 2 (0.8 – 14.5)	–	–	–
Stub shaft bolt	Thread dia. x pitch Tighting torque	M10 x 1.5 5.5 – 6.5 (39.8 – 47)	M10 x 1.5 5.5 – 6.5 (39.8 – 47)	–	–	
Governor weight support nut[a]	Tighting torque Tighting torque	M12 x 1.25 7.0 – 7.5 (50.6 – 54.2)	M12 x 1.25 7.0 – 7.5 (50.6 – 54.2)	4.5 – 5 (32.5 – 36.2)	4.5 – 5 (32.5 – 36.2)	

a Apply lubricating oil to the seat of bolt and threads of bolts and nuts before tightening. Do not apply molybdeum disulfide lubricants to bolts and nuts.
b In case of the steel mode V-pulley: 11.5 – 12.5 kg-m (83.1 – 90.3 ft-lbs)

2. Standard bolt tightening torque

NOTE: 1. Tighten all other clamping bolts not specified in the preceeding Table in accordance with the following Table.
2. When bolting the aluminum parts, tighten the bolts about 80% of the tightening torque specified in the Table.

Hexagon headed bolt (7T)/Nut

kg-m (ft-lb)

	All models
Thread dia. x pitch Tighting torque	M 6 x 1 1.0 – 1.2 (7.2 – 8.7)
Thread dia. x pitch Tighting torque	M 8 x 1.25 2.3 – 2.9 (16.6 – 21)
Thread dia. x pitch Tighting torque	M10 x 1.5 4.5 – 5.5 (33 – 40)
Thread dia. x pitch Tighting torque	M12 x 1.75 8.0 – 10.0 (58 – 72)
Thread dia. x pitch Tighting torque	M14 x 1.5 13.0 – 15.0 (94 – 108)
Thread dia. x pitch Tighting torque	M16 x 1.5 21.5 – 24.5 (155 – 177)

Tapered screw plug

kg-m (ft-lbs)

Thread	
PT 1/8	1.0 (7.2)
PT 1/4	2.0 (14.4)
PT 3/8	3.0 (21.5)
PT 1/2	6.0 (43.3)

Ball joint bolt

kg-m (ft-lbs)

Thread	
M8	1.3 – 1.7 (9.4 – 12.2)
M12	2.5 – 3.5 (18 – 25)
M14	4 – 5 (29 – 36)
M16	5 – 6 (36 – 43)

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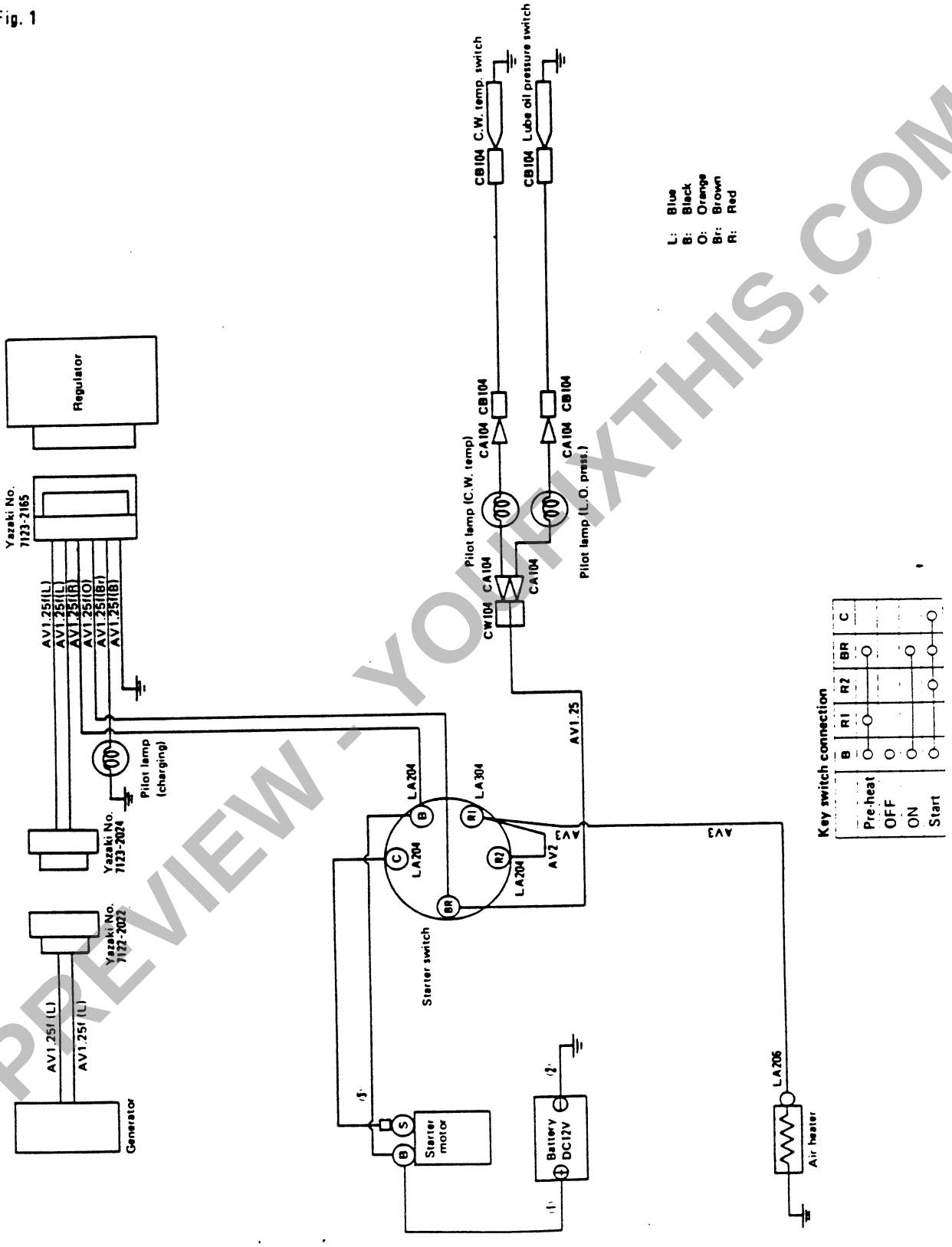
2. Specifications

Model			2TN66E		3TN66E		3TNA72E		3TN75E		
Application			VM	CH	S	G2	S	G2	S	G1	G2
Type			4 stroke cycle water-cooled diesel engine								
Combustion system			Swirl pre-combustion						Direct injection		
Aspiration			Natural aspiration								
No. of cylinders			2		3						
Bore x Stroke		mm (in)	66 x 64.2 (2.60) x (2.53)		66 x 64.2 (2.60) x (2.53)		72 x 72 (2.83) x (2.83)		75 x 75 (2.95) x (2.95)		
Displacement		liter (cu. in)	0.439 (26.79)		0.658 (40.15)		0.879 (53.64)		0.994 (60.66)		
Output JIS B8002 BS 5514	Continuous rating	HP/rpm		8.5/3000 10/3600	–	13/3000 15/3600	–	17/3000 19/3600	–	9.5/1500 11.5/1800	19.5/3000 22.0/3600
	1hr-rating	HP/rpm	9.4/3000	9.4/3000 11/3600	14.3/3000	14.3/3000 16.5/3600	19.0/3000	19/3000 21/3600	21.5/3000	10.5/1500 12.7/1800	21.5/3000 24.5/3600
Compression ratio			23		23		22.3		17.61		
Firing order			1-2		1-3-2						
Fuel injection timing (FID)		degree (b TDC)	14°±1°		14°±1°	18°±1°	16°±1°	18°±1°	16°±1°		26°±1°
Fuel injection pressure		kg/cm² (PSI)	11.76 MPa 120(1706)						19.61 MPa 200 (2844)		
Direction of rotation			Counterclockwise (viewed from flywheel)								
Power take off			Flywheel								
Cooling system			Liquid cooling/Radiator								
Cooling water capacity	Engine	liter (US qt)	0.6 (0.63)		0.9 (0.95)		1.1 (1.162)		1.8 (1.902)		
	Radiator	liter (US qt)	1.7 (1.8)	1.9 (2.0)	2.3 (2.43)		2.3 (2.43)	2.5 (2.64)	1.4 (1.5)		
	Rad. hose										
Cooling fan	Pusher	No. of blade-mm dia	5-270		5-, 290		5-310		5-,310		
Lubricating system			Forced lubrication with trochoid pump								
Lubricating oil capacity	Effect	liter (US qt)	0.6 (0.63)		0.8 (0.85)	1.0 (1.06)	1.0 (1.06)	1.4 (1.48)	1.3 (1.374)		
	Max	liter (US qt)	1.6 (1.69)		2.2 (2.33)	3.0 (3.17)	2.4 (2.54)	3.3 (3.49)	3.1 (3.28)		5.2 (5.50)
Recommended oil			API CC or CD SAE 10W 30, 30 or 40								
Recommended fuel			Diesel fuel BS2869 A1, ASTM D975 No. 2-D (Cetane No. >45)								
Air cleaner			Dry paper element								
Governor			Mechanical centrifugal governor								
Starter motor		KW/V	0.8/12		1.0/12	0.8/12	1.0/12		1.2/12	1.3/12	1.2/12
Alternator		A/V	15/12		20/12						
Weight (dry)		kg (lbs)	65 (143)	65 (143)	85 (187)	70 (154)	118 (260)	103 (227)	160 (353)	150 (331)	140 (309)
Dimensions *	L	mm (in)	382 (15.0) *	382 (15.0) *	612 (24.09)	576 (22.68)	631 (24.84)	576 (22.68)	673 (26.50)	637 (25.08)	632 (24.88)
	W	mm (in)	412 (16.2) *	406 (16.0) *	585 (23.03)	585 (23.03)	548.5 (21.59)	537.5 (21.16)	559 (22.0)	553 (21.77)	553 (21.77)
	H	mm (in)	489 (19.3) *	525 (20.7) *	718 (28.27)	718 (28.27)	712 (28.03)	737 (29.02)	767 (30.82)	788 (31.02)	813 (32.01)

Note: * shows the dimensions of Basic engine from the fan to the flywheel.

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Fig. 1



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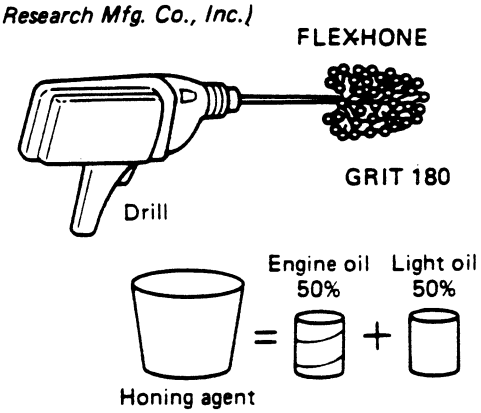
Fault		Cause	Remedy
3. Engine's output is insufficient.	Defective injection timing, and other failures.	(1) Knocking sounds caused by improper (too fast) injection timing.	Inspect and adjust
		(2) Engine overheats or emits large amount of smoke due to improper (too slow) injection timing.	Inspect and adjust
		(3) Insufficient fuel delivery from feed pump.	Repair or replace
	Nozzle movement is defective	(1) Case nut is loose	Inspect and retighten
		(2) Defective injection nozzle performance.	Repair or replace nozzle
		(3) Nozzle spring is broken.	Replace
		(4) Excessive oil leaks from nozzle.	Replace nozzle assembly
	Injection pump is defective.	(1) Max. delivery limit bolt is screwed in too far.	Adjust
		(2) Plunger is worn.	Replace
		(3) Injection amount is not uniform.	Adjust
		(4) Injection timings are not even.	Adjust
		(5) The 1st and 2nd levers of the governor and the control rack of the injection pump are improperly lined up.	Repair
		(6) Delivery stopper is loose.	Inspect and retighten
		(7) Delivery packing is defective.	Replace packing
		(8) Delivery valve seat is defective.	Repair or replace
		(9) Delivery spring is broken.	Replace
4. Idling is rough.		(1) Movement of control rack is defective.	
		1) Stiff plunger movement or sticking.	Repair or replace
		2) Rack and pinion fitting is defective.	Repair
		3) Movement of governor is improper.	Repair
		4) Delivery stopper is too tight.	Inspect and adjust
		(2) Uneven injection volume.	Adjust
		(3) Injection timing is defective.	Adjust
		(4) Plunger is worn and fuel injection adjustment is difficult.	Replace
		(5) Governor spring is too weak.	Replace
		(6) Feed pump can't feed oil at low speeds.	Repair or replace
		(7) Fuel supply is insufficient at low speeds due to clogging of fuel filter.	Disassemble and clean, or replace element
5. Engine runs at high speeds, but cuts out at low speeds.		(1) The wire or rod of the accelerator is caught.	Inspect and repair
		(2) Control rack is caught and can't be moved.	Inspect and repair
6. Engine doesn't reach max. rpm.		(1) Governor spring is broken or excessively worn.	Replace
		(2) Injection performance of nozzle is poor.	Repair or replace
7. Loud knocking.		(1) Injection timing is too fast or too slow.	Adjust
		(2) Injection from nozzle is improper. Fuel drips after each injection.	Adjust
		(3) Injection nozzle starting pressure is too high.	Adjust
		(4) Uneven injection.	Adjust
		(5) Engine overheats, or insufficient compression.	Repair
8. Engine emits too much smoke.	When exhaust smoke is black:	(1) Injection timing is too fast.	Adjust
		(2) Air volume intake is insufficient.	Inspect and repair
		(3) The amount of injection is uneven.	Adjust
		(4) Injection from nozzle is improper.	Repair or replace
	When exhaust smoke is white:	(1) Injection timing is too slow.	Adjust
		(2) Water is mixed in fuel.	Inspect fuel system, and clean
		(3) Shortage of lube oil in the engine.	Repair
		(4) Engine is over-cooled.	Inspect

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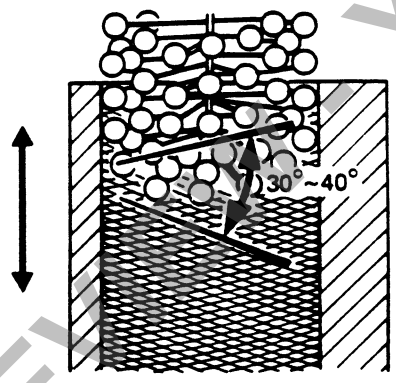
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Rehorning tool / Model	Size type	Grain size	FLEX-HONE Granular grindstone type	Applicable boring dia. (mm)
2·3TN66E	GB70	GRIT 180	Silicon carbide (for cast iron)	63–70
3TNA72E 3TN75E	GB76			70 – 76
3TNC78E 3,4TN82E 3,4TN82TE 3,4TN84 (T)E	GB89			76 – 89

The "Flex-Hone" is commercially available, and is ready for shipment from Yanmar on request. (Manufacturer: Brush Research Mfg. Co., Inc.)



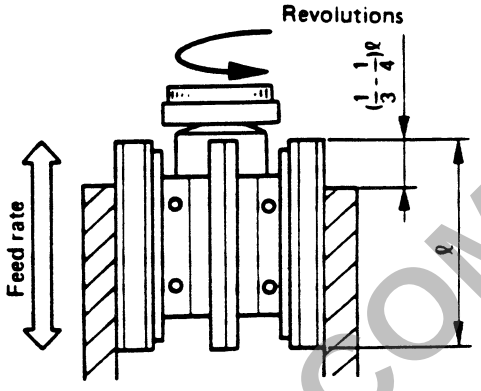
Applying the honing fluid to the Flex-Hone. Insert the Flex-Hone while turning it, and move it up and down for about 30 sec so that a cross hatch angle becomes 30° to 40°. Extract the Flex-Hone while turning it.



(2) How to re-bore the sleeveless cylinder.
Carry out fine boring before honing.
Use a hone consisting of the GC grain (green carborundum) of grain size of #300, and vitrified bond (bonding agent). Select the revolutions and feed rate of honing according to the following table.

	Revolutions (rpm)	Feed Rate (m/min)
2·3TN66E	300 – 330	18 – 21.5
3TNA72E	280 – 310	
3TN75E 3TNC78E	250 – 290	
3,4TN82(T)E 3,4TN84(T)E	230 – 260	

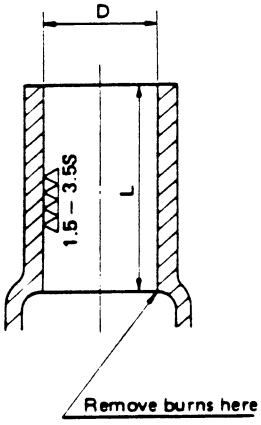
(The above table provides a cross hatch angle of 35° ±5°)



NOTE: Commence honing when 1/3 – 1/4 of the length of the grinding wheel protrudes from the top of the cylinder, and continue until 1/3 – 1/4 protrudes from the bottom.

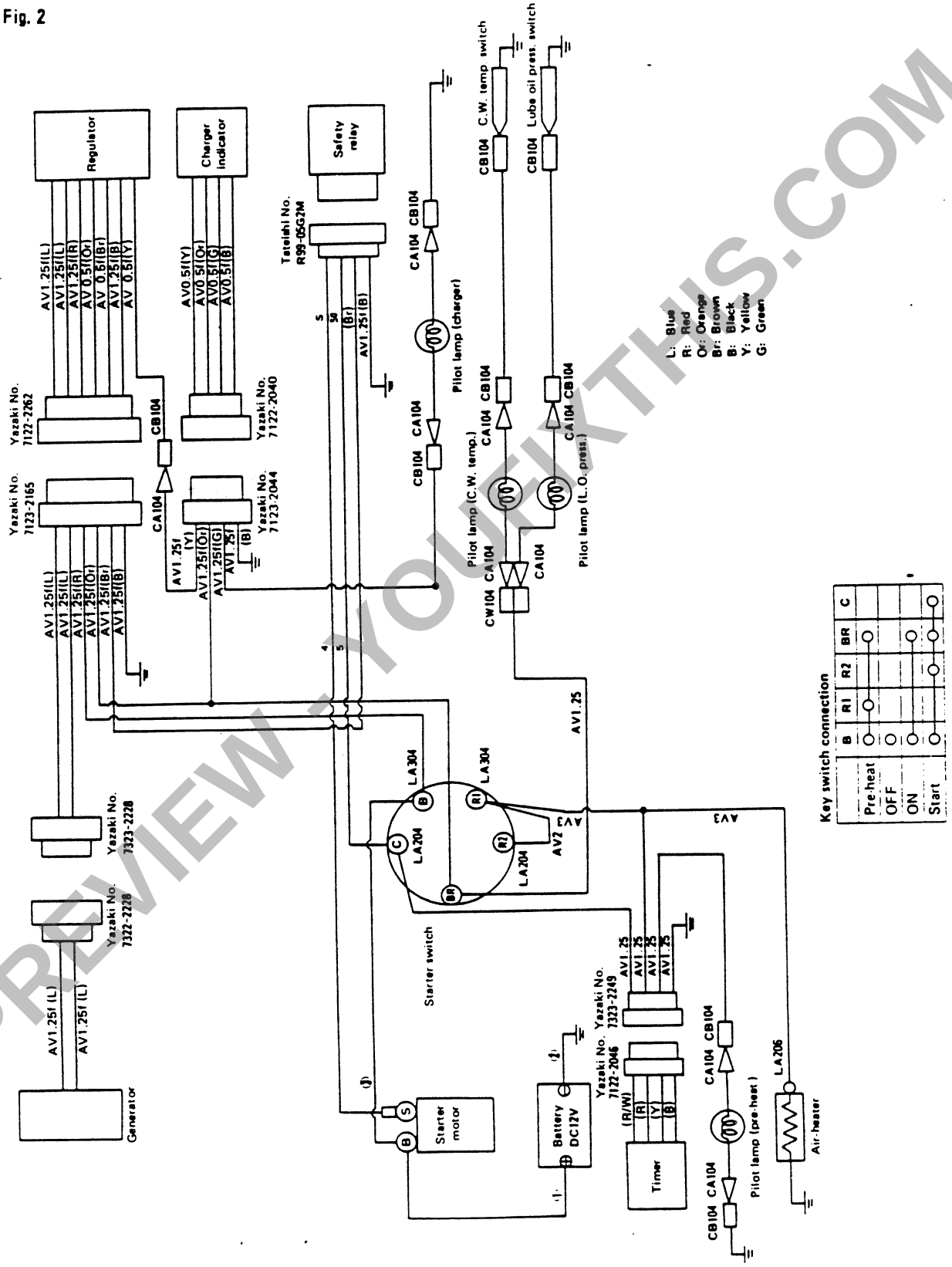
Finally bore the cylinder and hone to the cylinder inside diameter, D, in the following table.

	Cylinder I.D. after fine boring (mm)	Cylinder I.D.(D) after honing (mm)	Length along cylinder I.D. (L) (mm)
2,3TN66E	66.22	$66.25^{+0.030}_{0}$	108.3
3TNA72E	72.22	$72.25^{+0.030}_{0}$	122.7
3TN75E	75.22	$75.25^{+0.030}_{0}$	138.7
3TNC78E	78.22	$78.25^{+0.030}_{0}$	138.7
3,4TN82(T)E	82.22	$82.25^{+0.030}_{0}$	150.5
3,4TN84(T)E	84.22	$84.25^{+0.03}_{0}$	150.5



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Fig. 2



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2-9 Various problems and their remedies

(1) Pinion fails to advance when the starting switch is closed

Problem	Cause	Corrective action
Wiring	Open or loose battery or switch terminal	Repair or retighten
Starting switch	Threaded part connected to pinion section of armature shaft is damaged, and the pinion does not move	Repair contacts, or replace switch
Starter motor	Threaded part connected to pinion section of armature shaft is damaged, and the pinion does not move	Replace
Magnetic switch	Plunger of magnetic switch malfunctioning or coil shorted	Repair or replace

(2) Pinion is engaged and motor rotates, but rotation is not transmitted to the engine

Problem	Cause	Corrective action
Starting motor	Faulty over-running clutch	Replace

(3) Motor rotates at full power before pinion engages ring gear

Problem	Cause	Corrective action
Starter motor	Torsion spring permanently strained	Replace

(4) Pinion engages ring gear, but starter motor fails to rotate

Problem	Cause	Corrective action
Wiring	Wires connecting battery and magnetic switch open or wire connecting ground, magnetic switch and motor terminals loose	Repair, retighten, or replace wire
Starter motor	Faulty pinion and ring gear engagement Faulty motor mounting Faulty brush worn or contacting brush spring Dirty commutator Faulty armature, field coil Loose field coil and brush connection	Replace Remount Replace Repair Repair or replace Retighten
Magnetic switch	Faulty contactor contact Pitted contactor contacts	Replace Replace

(5) Motor fails to stop when starting switch is opened after engine starts

Problem	Cause	Corrective action
Starting switch	Faulty switch	Replace
Magnetic switch	Faulty switch	Replace

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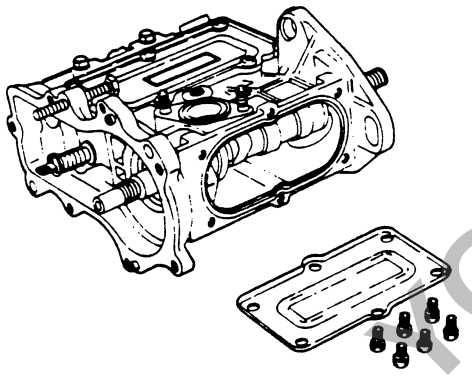
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3-1 Disassembly of fuel injection pump

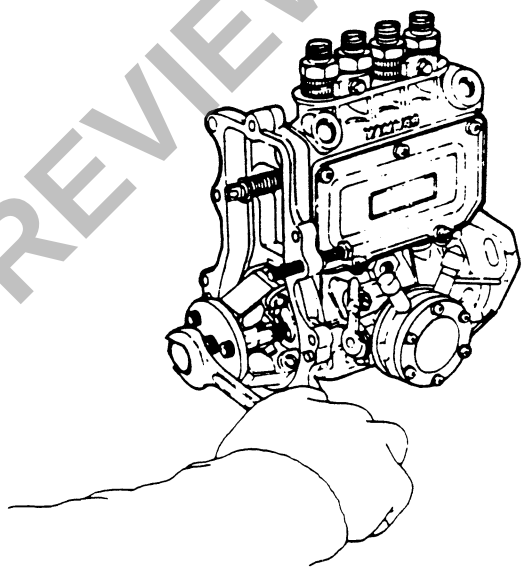
When disassembling the fuel pump, separate the parts for each cylinder and be careful not to get them mixed up.
Be especially careful to keep the plunger/plunger barrel, delivery valve/delivery valve seat and other assemblies separate for each cylinder (the parts of each assembly must be kept with that assembly and put back in the same cylinder).

Preparation (YPES type)

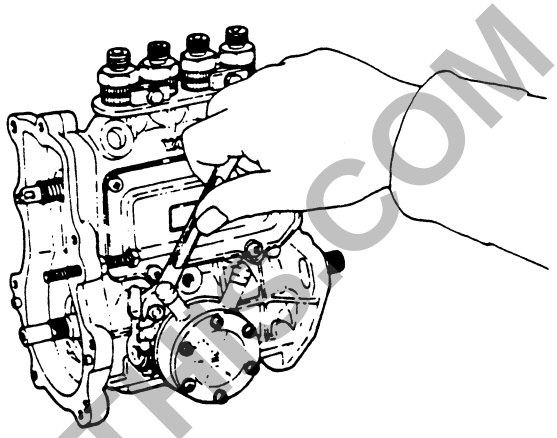
1. Wash off the dirt and grease on the outside of the pump with cleaning oil (kerosene or diesel oil) before disassembly.
2. Perform work in a clean area.
3. Take off the fuel pump bottom cover and remove lubricant oil.
4. Turn the fuel pump upside down to drain fuel oil.

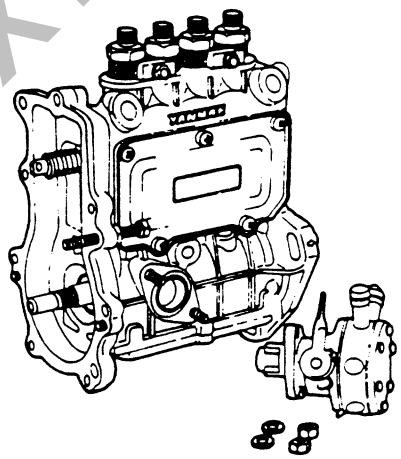


(1) Loosen the nut with a box spanner and take it off, holding it with the hole in the fuel coupling ring or holding the coupling with a vise and take out the governor weight assembly.

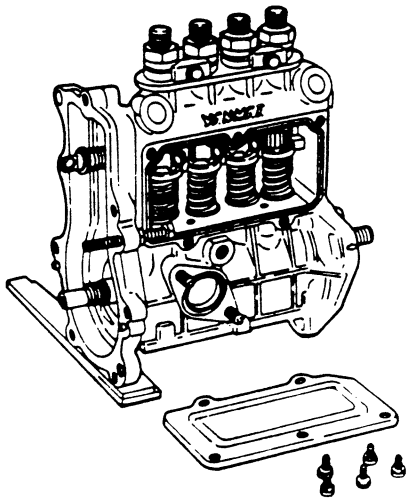


(2) Remove the fuel feed pump.
NOTE: Do not disassemble the fuel feed pump. See instructions for fuel feed pump for details.





(3) Remove the fuel pump side cover.



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