



Fig. FO521 — Lubricating oil must be maintained of proper level and be changed at regular intervals on mechanical governor type fuel injection pumps. Drain, fill and oil level plug locations are shown. Refer to paragraph 29.

ROUTINE SERVICING

29. Due to the extremely delicate machining operations made necessary by the high injection pressures in a diesel engine, expense and delay associated with emergency repairs to the system increases the importance of routine preventive maintenance to operators of diesel equipment. If the tractor is supplied with clean fuel at all times, the injection pump should not require servicing between the periods of major engine overhaul.

In addition to regular maintenance of the fuel system and air cleaner normally performed by the operator, the manufacturer recommends that after every 200 hours of operation (more often under dirty conditions), the air filter (See Fig. FO-324) in the governor of vacuum governor type fuel injection pumps be removed, cleaned and coated with a light coating of engine oil.

Every 200 operating hours, on fuel injection pumps equipped with a mechanical governor, drain oil from the

pump canbox and refill to the oil level plug with new SAE 30 motor oil in temperatures above 90° F., SAE 20 in temperatures between 20° F. and 90° F., or SAE 10 in temperatures below 20° F. Capacity is approximately ½-pint. Refer to Fig. FO521 for location of drain, oil level and filler plugs.

Every 600 operating hours, the fuel filter cartridge should be renewed, the injector assemblies removed, cleaned and adjusted, and the engine air cleaner removed from the tractor and completely cleaned.

Because of the fact that a diesel engine induces a full charge of air at all times, regardless of the throttle setting or load imposed, the work load on the air cleaner is increased and greater attention in maintenance is required. A partially plugged air cleaner will immediately result in a loss of engine power and speed, increased fuel consumption and excessive smoking. This is especially true of the Fordson Dexta because the injection pump governor is operated from manifold vacuum. For this reason, the air cleaner screen, oil cup and center tube should be the first parts examined in complaints of loss of power or engine speed.

TROUBLE SHOOTING

30. By following a logical sequence, trouble shooting on a diesel engine is more simple than for a gasoline or LP-Gas engine. The following trouble shooting paragraphs follow a logical pattern for locating the cause of the more common troubles encountered. The method of eliminating the cause, in most cases, is obvious.

31. **ENGINE WILL NOT START.** The most common causes are lack of fuel, insufficient compression pressure or improper timing. The starting motor is designed to turn the engine over at 200 rpm when the engine is warm; a cranking speed substantially lower, especially in cool weather, might contribute to difficult starting. If the recommended cranking speed is not approached, check for improperly charged battery, dragging starter motor or too heavy engine oil.

If starter action is lively and even, loosen the bleed plug at the top front of the injection pump body and activate the hand primer lever on the fuel lift pump. Fuel should flow freely from the injection pump bleed screw. If it does not, bleed the system

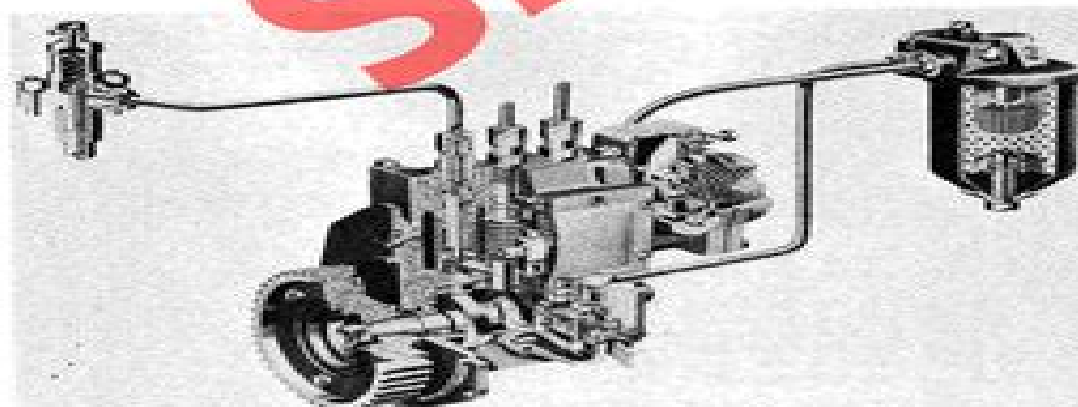


Fig. FO521A—Cutaway view of the Stüss multiple plunger injection pump and injectors used on the Fordson Dexta. Injection pump used on Fordson Super Dexta and Ford 2000 Super Dexta is similar, but is equipped with a mechanical governor mounted on the pump canbox.

Workshop Manual For Fordson Dexta Petrol

Jin-Ying Zhang



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