



SERVICE MANUAL

TRUCKS

L 385

Export Service Department

AKTIEBOLAGET

VOLVO

GÖTEBORG, SWEDEN

Fitting

1. In order to blow the copper sleeves clean, the engine should be turned over a few times before the injectors are fitted.
2. Slide down the injectors into position and then fit the spring washers and nuts. Tighten the nuts by tightening the nuts alternatively so that there are no stresses which can influence the function of the nozzle needle.
See the specifications for the correct tightening torques.
3. Connect the leak-off line. Replace damaged washers.
4. Tighten the delivery pipe, taking care to ensure that the cones come into their correct positions (Fig. 1-132).

Pipe Lines

Replacement of Fuel Lines

Damaged fuel lines should always be replaced. If an attempt is made to repair them by welding or bracing, slag and scale can form on the inside of the lines. This scale can cause damage in the fuel injection pump, the injector and the feed pump.

Before replacing a pipe, both this and the surrounding parts should be thoroughly cleaned before removing the pipe. The new pipe should be flushed through with clean oil before fitting. Replace all washers and make sure that the pipe fits properly without stresses since these can cause breakages.

Air-vent the system after replacing a pipe.

Replacement of Delivery Pipe

Delivery pipes which are fractured or damaged in any other way should be replaced. No attempt should be made to repair them by welding since the scale formed gradually loosens and is forced into the injector which can be severely damaged.

Before fitting a new delivery pipe, flush it through with clean fuel oil. When fitting make sure that the cones on the end of the pipe are carefully fitted in the connections at the injector and the pump and that the pipe fits correctly without any stresses since these stresses can cause breakage or other forms of damage.

Make sure that the nuts rotate easily and that the wrench used is in good condition. Tighten the screw union on the fuel injection pump first and then the screw union on the injector.

Air-venting the Fuel System

1. If the fuel system has been completely emptied, the fuel lines, the feed pump, the filters and the fuel injection pump must be filled with fuel by operating the hand primer pump.

Since air collects in the highest points in the system, air-venting is commenced by opening the air-venting cock on the upper fuel filter and operating the hand primer pump until the fuel passing out is completely free from air bubbles.

Close the air-venting cock on the upper fuel filter and then open the air-venting cock on the fuel injection pump.

3. Continue to operate the hand primer pump until the fuel passing out is free from air bubbles.
4. A final air-venting which is sometimes necessary concerns the delivery pipes since it is not possible to air-vent the injectors themselves.

Loosen the delivery pipe nuts and remove the inspection cover on the fuel injection pump. Operate the plunger units in the injection pump one at a time by inserting a special tool in the plunger lifter hole to the right of the guide groove at the top and use this tool as a lever. Continue pumping until the fuel passing out is free from air bubbles after which the nut on the delivery pipe is tightened and pumping is continued on the next plunger unit.

NOTE. While this pumping is being carried out, the stop arm should be in such a position that full feed is being obtained. The cold starting device should also be coupled in since this increases the amount of fuel delivered by the pump.

COOLING SYSTEM

Cooling Water Pump

The cooling water pump can be removed without having to take off the radiator. Removal is carried out in the following way:

1. Drain off the cooling system.
2. Remove the fan.
3. Loosen the tensioning device for the drive belts and the generator and then remove the drive belts.
4. Loosen the hose connections between the pump and the thermostat housing and between the pump and the radiator.
5. Loosen the attaching bolts and lift out the pump.