DIRECTORATE GENERAL BORDER ROADS

GENERAL MAINTENANCE INSTRUCTION NO 127
ON
AIR-VENTING THE FUEL SYSTEM OF ROTARY SNOW PLOUGH
ROLBA R-1200 MONOFORCE

INTRODUCTION

1. The presence of air at any point In the fuel system whether in the fuel filter or fuel piping-means that there is no fuel at that point. The air which has made its way into the fuel system prevents the proper flow of fuel to the injection pump so that the engine will either start with difficulty or not at all. Therefore, in such a case and after the fuel filter has been cleaned, as well as following any work involving disconnection of fuel piping, it is essential to air-vent the fuel system.

ACTION BY

2. User Unit/Field Workshop (GREF). To adopt the procedure while bleeding the fuel system.

DETAILS

3. (a) To begin with, vent filter by slackening vent plug by two or three turns. Give the knurled knob of the hand priming pump a few turns counter clockwise to released it from the locked position and then pump it up and down until fuel free from air bubbles emerges at the released vent plugs. Retighten these plugs.

(b) Air venting procedure of the injection pump is the same as that for the fuel filter after loosening banjo bolt. When finished with the priming pump, the knob must without fail be firmly screwed back to its locked position.

(c) For air-venting the injection lines, operate the starting motor until fuel free bubbles emerges at the slightly loosed union nut.