73

ENGINE FUEL AND CONTROL

LIST OF EFFECTIVE PAGES

CHAPTER	PAGE	DATE	CHAPTER	PAGE	DATE
73-LEP (BA)	1	SEP 04		404	SEP 02
	2	SEP 02		405	SEP 02
				406	SEP 02
73-TC (BA)	1	SEP 02			
	2	SEP 02			
73-00-00 (BA)	1	SEP 02			
	2	SEP 02			
73-10-00 (BA)	1	SEP 02			
	2	SEP 02			
73-10-01 (BA)	401	SEP 02			
	402	SEP 02			
	403	SEP 02			
	404	SEP 02			
	405	SEP 02			
	406	SEP 02			
73-20-00 (BA)	1	SEP 02			
	2	SEP 02			
73-20-01 (BA)	301	SEP 02			
	302	SEP 02			
	303	SEP 02			
	304	SEP 02			
73-20-01 (BA)	401	SEP 02			
	402	SEP 04			
	403	SEP 02			
	404	SEP 02			
73-20-01 (BA)	501	SEP 02			
	502	SEP 02			
	503	SEP 02			
	504	SEP 02			
73-30-00 (BA)	1	SEP 02			
	2	SEP 02			
	3	SEP 02			
	4	SEP 02			
73-30-01 (BA)	401	SEP 04			
	402	SEP 04			
	403	SEP 02			

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TABLE OF CONTENTS

FUEL SYSTEM AND CONTROLS

DESCRIPTION AND OPERATION

1. GENERAL

The fuel system includes the equipment and components which supply the engine with the mixture of air and fuel necessary for its operation.

The fuel system consists of the following sub-systems :

- fuel supply - refer to 73-10-00,
- regulation - refer to 73-20-00,
- signal system - refer to 73-30-00.

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FUEL SUPPLY

DESCRIPTION AND OPERATION

1. GENERAL

Fuel supply is the part of the fuel system located between the union on firewall and the engine which ensures fuel supply to the engine regulation section.

Fuel supply includes :

- the engine pump.

2. LOCATION (Figure 1)

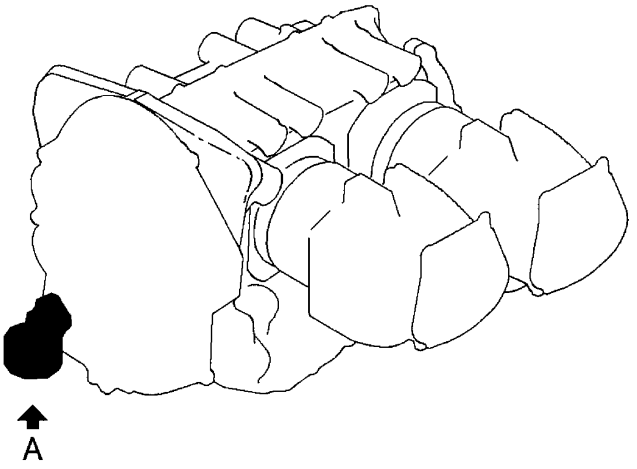
COMPONENT	QTY	AREA	ACCESS DOOR	REFERENCE
Engine pump	1	100	121 / 131	73-10-01

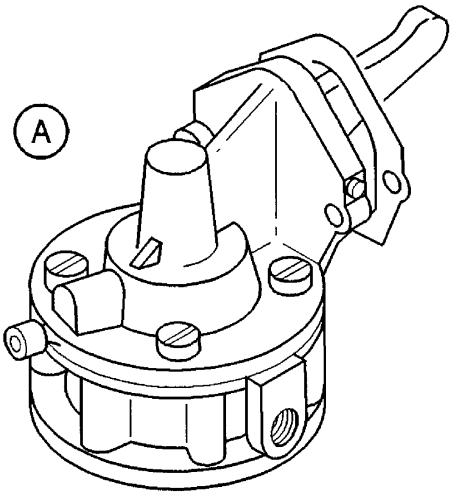
3. DESCRIPTION

A. Engine pump

The engine pump supplies the carburetor with the fuel necessary to the engine operation. This pump, mechanically driven by the engine, is located on the rear table of the latter.

A - Engine pump





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Fuel supply - Identification and location of components
Figure 1

ENGINE PUMP

REMOVAL / INSTALLATION

WARNING : OBEY THE SAFETY PRECAUTIONS DESCRIBED IN 28-00-00.

1. REMOVAL OF THE ENGINE PUMP (Figures 401, 401A and 401B)

A. Tools and consumable materials

- Drain pan 0.5 US Gal (2 liters)
- Loctite (TB 09-906)
- Blanking plugs

B. Procedure

WARNING : PRIOR TO ANY OPERATION, ENSURE THAT THE ENGINE, EXHAUST PIPE AND MANIFOLDS ARE COLD. IF NOT, TAKE NECESSARY PRECAUTIONS TO AVOID SEVERE BURNS.

WARNING : APPLY THE MAINTENANCE PROCEDURE OF THE FUEL SYSTEM – REFER TO 28-00-00.

1) Open main switch-breaker.
2) Set the fuel selector to "CLOSED" position.
3) Drain the fuel system in the fuselage - refer to 12-11-02.
4) Remove the engine cowlings - refer to 71-10-01.
5) Install a drain pan under engine pump (17).
6) Disconnect vent hose (18) from union (20). Discard clamp (19) and blank off.
7) Disconnect pipes (16) and (22) from unions (4) and (21). Blank off.
8) Disconnect pressure switch (8).
9) Cut off and discard bolts (1) lockwire.
10) Hold engine pump (17), remove bolts (1) and washers (2), remove engine pump (17) and discard seal (3).
11) Check the pipes for condition and replace them if necessary.
12) If engine pump (17) has to be replaced, perform the following operations :
    a) Remove pressure switch (8) - refer to 28-40-03.
    b) Remove pressure transmitter (23) - refer to 73-30-01.
    c) Remove unions (4), (20) and (21) and clean the threads.
    d) Remove grounding wire (15).
    e) Apply Loctite (TB 09-906) to the thread of unions (4), (20) and (21) - refer to 20-00-08.
    f) Install unions (4), (20) and (21) on new engine pump (17).
    g) Install grounding wire (15).

h) Install pressure switch (8) - refer to 28-40-03.

i) Install pressure transmitter (23) - refer to 73-30-01.

2. INSTALLATION OF THE ENGINE PUMP (Figures 401, 401A and 401B)

A. Tools and consumable materials

- Torque wrench 0 - 270 lbf.in (0 - 30 N.m)
- Varnish (TB 07-901)
- Red paint
- Stainless steel lockwire, dia. 0.032 in (0.8 mm)

B. Procedure

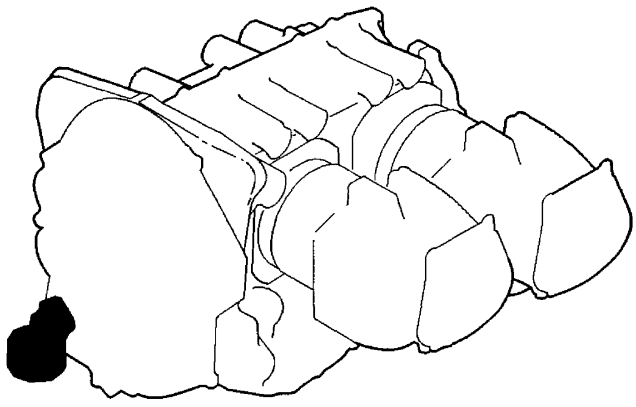
WARNING : PRIOR TO ANY OPERATION, ENSURE THAT THE ENGINE, EXHAUST PIPE AND MANIFOLDS ARE COLD. IF NOT, TAKE NECESSARY PRECAUTIONS TO AVOID SEVERE BURNS.

WARNING : APPLY THE MAINTENANCE PROCEDURE OF THE FUEL SYSTEM – REFER TO 28-00-00.

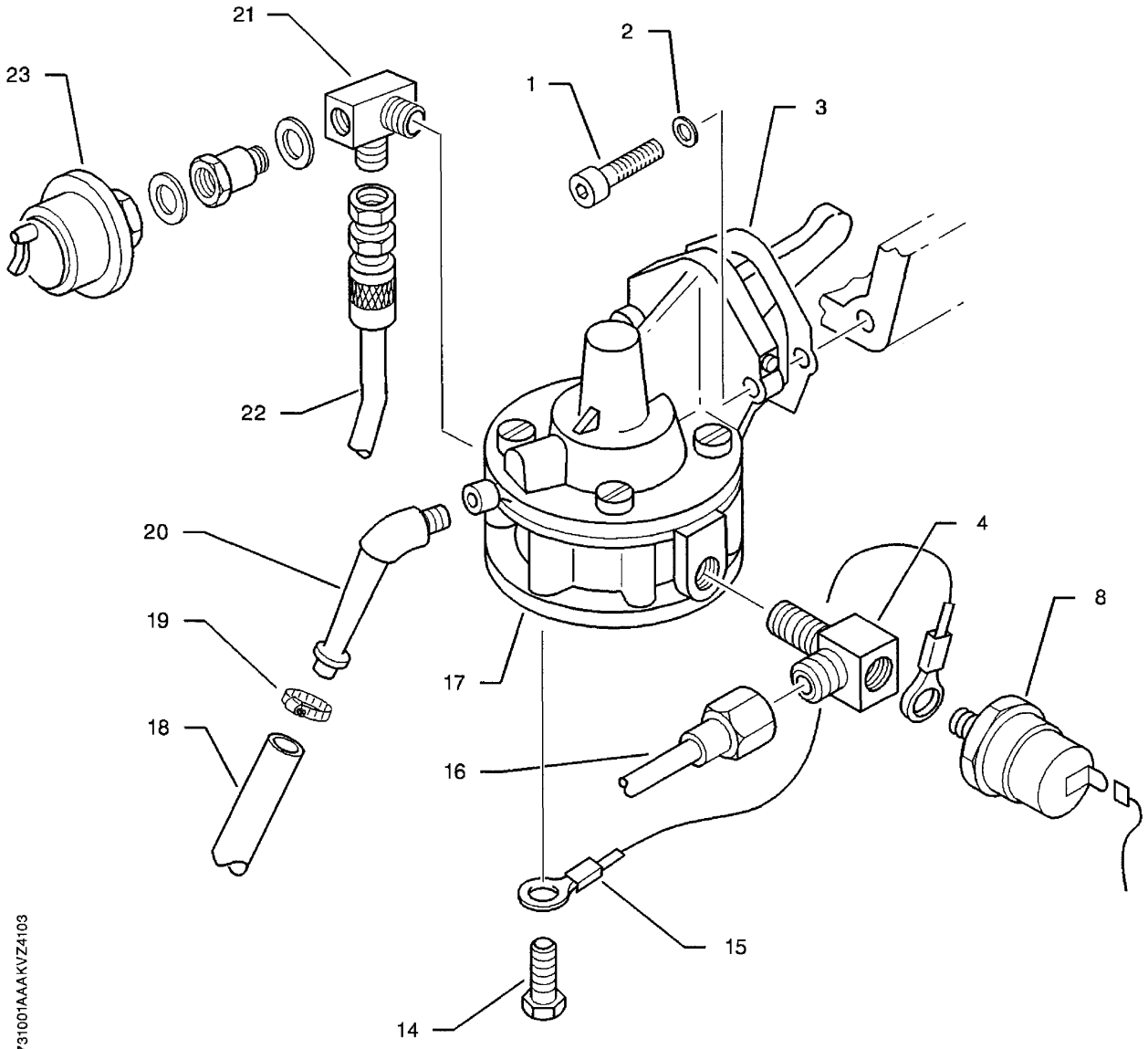
1) Install a new seal (3), install engine pump (17) and secure it with washers (2) and bolts (1). Torque - refer to 20-00-01.
2) Lockwire bolts (1).
3) Connect pressure switch (8).
4) Remove the blanking plugs, connect pipes (16) and (22) - refer to 20-00-02.
5) Remove the blanking plug, connect vent hose (18) and secure it with a new clamp (19).
6) Set fuel selector to "LEFT" or "RIGHT" position.
7) Bleed the fuel system - refer to 12-11-02.

WARNING : MAKE SURE THAT THE SELECTED TANK CONTAINS FUEL BEFORE ACTUATING THE ELECTRIC PUMP.

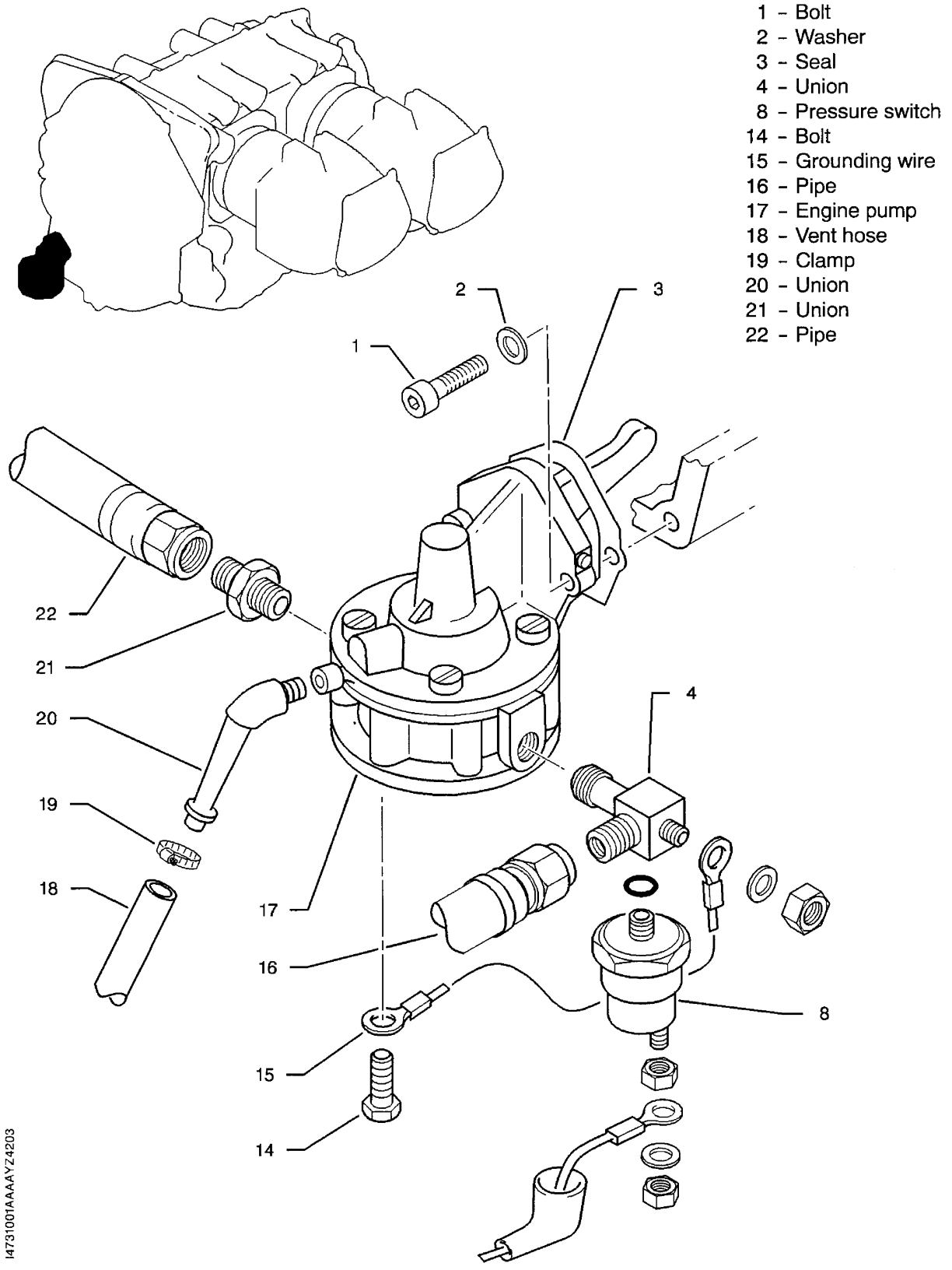
8) Perform a leakage test with the fuel system pressurized - refer to 28-00-00.
9) Check for leaks.
10) Mark with a red paint line nuts of pipes (16) and (22) and unions (4), (20) and (21) if removed.
11) Apply varnish (TB 07-901) to electrical connections.
12) Remove the drain pan.
13) Make sure all the tools and materials are removed and the work area is clean and free from debris.
14) Install the engine cowlings - refer to 71-10-01.
15) Perform a test run-up - refer to 05-30-02.



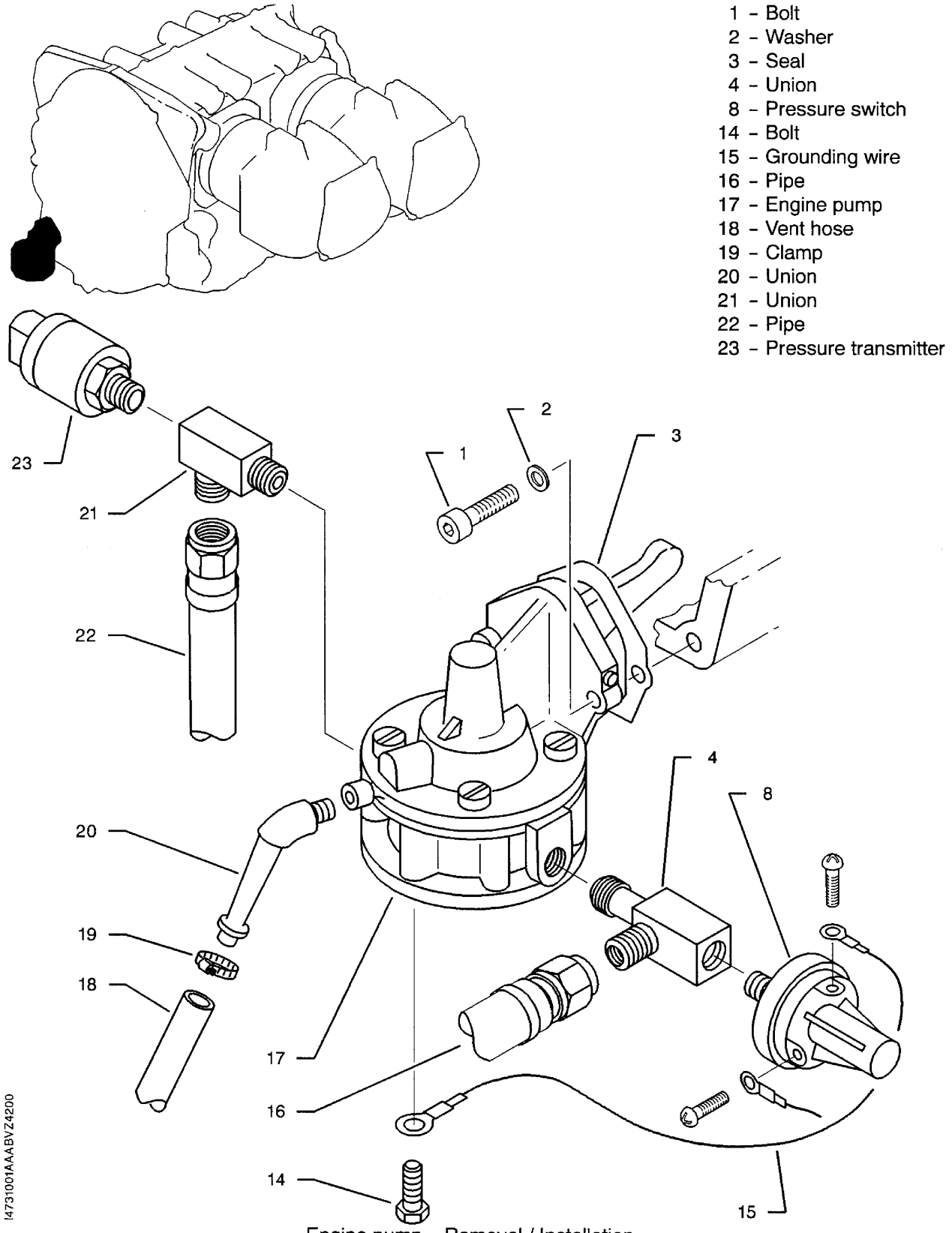
1 - Bolt
2 - Washer
3 - Seal
4 - Union
8 - Pressure switch
14 - Bolt
15 - Grounding wire
16 - Pipe
17 - Engine pump
18 - Vent hose
19 - Clamp
20 - Union
21 - Union
22 - Pipe
23 - Pressure transmitter



Engine pump - Removal / Installation
Figure 401 - "JAEGER" pressure switch Pre-Kit OPT10 915700



Engine pump - Removal / Installation
Figure 401A - "JAEGER" pressure switch Post-Kit OPT10 915700



Engine pump - Removal / Installation
Figure 401B - "HOBBS" pressure switch

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REGULATION

DESCRIPTION AND OPERATION

1. GENERAL

Regulation is the part of the system, located between the engine pump and the engine manifold, which supplies the mixture of air and fuel necessary for engine operation.

Regulation includes :

- the carburetor.

2. LOCATION (Figure 1)

COMPONENT	QTY	AREA	ACCESS DOOR	REFERENCE
Carburetor	1	100	131	73-20-01

3. DESCRIPTION

A. Carburetor

The carburetor supplies the air / fuel mixture to the engine. It is controlled from the cockpit by two controls :

- the throttle control,
- the mixture control.

The simple body vertical carburetor is of the floating type and is attached under the engine oil sump which acts as inlet distributor collector in its lower part.

The carburetor is fitted with a very close-meshed strainer located on fuel inlet.

In option, the carburetor is fitted with a temperature probe which transmits data to carburetor temperature indicator - refer to 77-20-00.

4. OPERATION

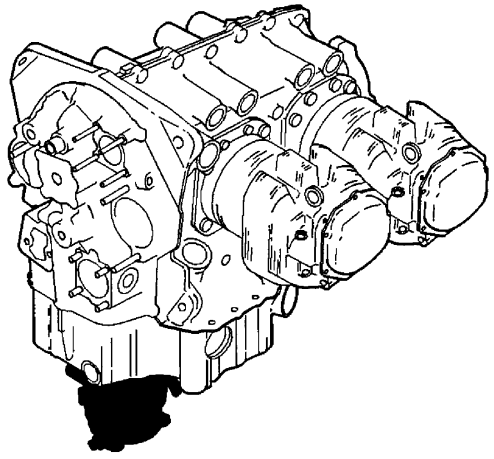
A. Idle

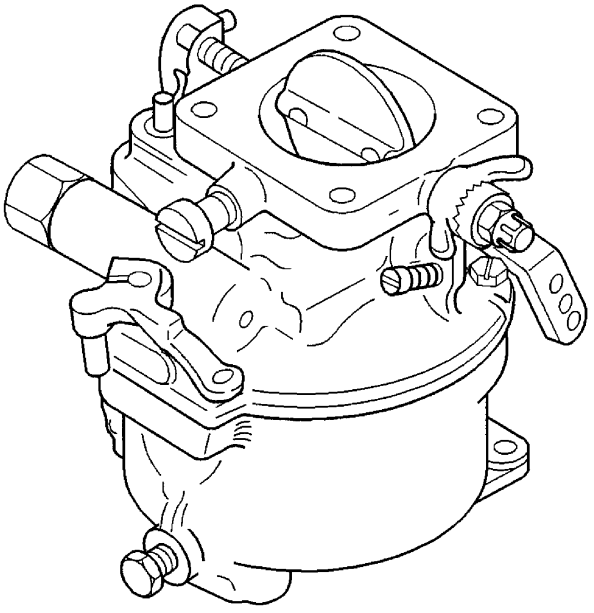
The idle setting is necessary to obtain an optimum minimum rotation speed to avoid excessive fuel consumption while keeping proper engine operation.

B. Mixture

The mixture setting is necessary to obtain a better combustion of the air / fuel mixture at all power ratings and thus preserve engine optimum power.

A - Carburetor





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Regulation - Identification and location of components
Figure 1

CARBURETOR

SERVICING

WARNING : OBEY THE SAFETY PRECAUTIONS DESCRIBED IN 28-00-00.

1. CLEANING OF CARBURETOR STRAINER (Figure 301)

A. Tools and consumable materials

- Torque wrench 0 - 177 lbf.in (0 - 20 N.m)
- Loctite (TB 09-906)
- Filtered, compressed air supply
- Cleaning agent (TB 11-003)
- Red paint
- Drain pan 0.5 US Gal (2 liters)
- Blanking plugs

B. Procedure

WARNING : PRIOR TO ANY OPERATION, ENSURE THAT THE ENGINE, EXHAUST PIPE AND MANIFOLDS ARE COLD. IF NOT, TAKE NECESSARY PRECAUTIONS TO AVOID SEVERE BURNS.

WARNING : APPLY THE MAINTENANCE PROCEDURE OF THE FUEL SYSTEM – REFER TO 28-00-00.

1) Open main switch-breaker.
2) Set the fuel selector to "CLOSED" position.
3) Drain the fuel system in the fuselage - refer to 12-11-02.
4) Remove the engine cowlings - refer to 71-10-01.
5) Install a drain pan under carburetor (5).
6) Disconnect pipe (1) from union (2). Blank off.
7) Remove union (2).
8) Remove strainer (3) and discard seal (4). Blank off.
9) Clean strainer (3) with cleaning agent (TB 11-003) and dry it with filtered, compressed air.
10) Make sure strainer (3) is not distorted or pierced. Replace it if necessary.
11) Remove the blanking plug, install a new seal (4) and install strainer (3). Torque - refer to 20-00-01.
12) Apply Loctite (TB 09-906) to the thread of union (2) - refer to 20-00-08.
13) Install union (2) on strainer (3).
14) Remove the blanking plug, connect pipe (1) - refer to 20-00-02.
15) Set fuel selector to "LEFT" or "RIGHT" position.
16) Bleed the fuel system - refer to 12-11-02.

CAUTION : MAKE SURE THAT THE SELECTED TANK CONTAINS FUEL BEFORE ACTUATING THE ELECTRIC PUMP.

17) Perform a leakage test with the fuel system pressurized - refer to 28-00-00.

18) Check for leaks.

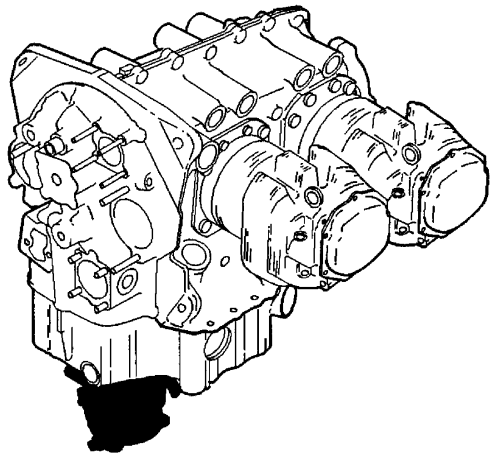
19) Mark union (2), nut of pipe (1) and strainer (3) with a red paint line.

20) Remove the drain pan.

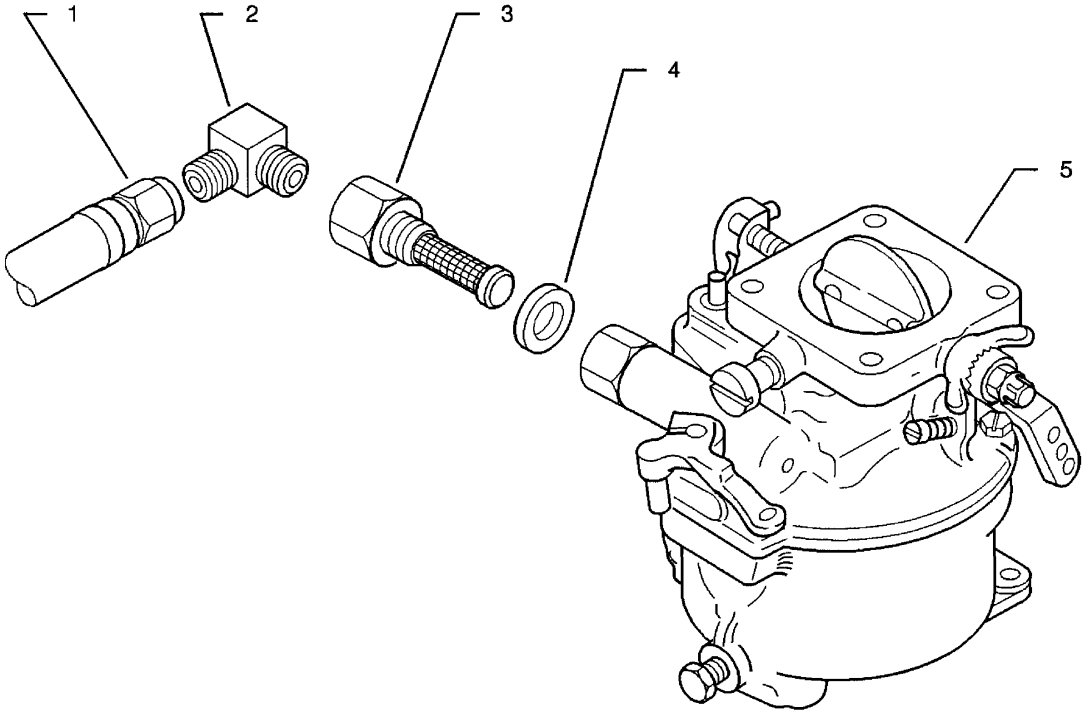
21) Make sure all the tools and materials are removed and the work area is clean and free from debris.

22) Install the engine cowlings - refer to 71-10-01.

23) Perform a test run-up - refer to 05-30-02.



1 - Pipe
2 - Union
3 - Strainer
4 - Seal
5 - Carburetor



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Carburetor strainer - Servicing
Figure 301

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CARBURETOR

REMOVAL / INSTALLATION

WARNING : OBEY THE SAFETY PRECAUTIONS DESCRIBED IN 28-00-00.

1. REMOVAL OF THE CARBURETOR (Figure 401)

A. Tools and consumable materials

- Loctite (TB 08-013C)
- Drain pan 0.5 US Gal (2 liters)
- Drill #F (dia. 6.5 mm)
- Blanking plugs

B. Procedure

WARNING : PRIOR TO ANY OPERATION, ENSURE THAT THE ENGINE, EXHAUST PIPE AND MANIFOLDS ARE COLD. IF NOT, TAKE NECESSARY PRECAUTIONS TO AVOID SEVERE BURNS.

WARNING : APPLY THE MAINTENANCE PROCEDURE OF THE FUEL SYSTEM – REFER TO 28-00-00.

1) Open main switch-breaker.
2) Set the fuel selector to "CLOSED" position.
3) Drain the fuel system in the fuselage - refer to 12-11-02.
4) Remove the engine cowlings - refer to 71-10-01.
5) Install a drain pan under carburetor (1).
6) Remove air inlet (6) - refer to 71-60-00.
7) Disconnect throttle control (3) from carburetor (1) - refer to 76-10-01. Clear it from support (2) if necessary.
8) Disconnect mixture control (12) from carburetor (1) - refer to 76-10-03. Clear it from support (2) if necessary.
9) Clear support (2) from carburetor (1). Remove it if necessary.
10) Disconnect pipe (7) and blank off.
11) If installed, disconnect carburetor temperature probe.
12) Hold carburetor (1), remove jam nuts (10), nuts (9) and washers (8) or remove nuts (9), washers (8) and discard lockwashers (11).
13) Remove carburetor (1) and discard seal (5). Blank off.
14) Check studs (4) for condition. Replace them if necessary.

    NOTE : Apply Loctite (TB 08-013C) to the threads of studs (4) - refer to 20-00-08. Then install them on engine block.

15) Make sure support (2) is not cracked or distorted. Replace it if necessary.

16) Check pipe for condition. Replace it if necessary.

17) If carburetor (1) has to be replaced, perform the following operations on the new carburetor :

a) If necessary, counterdrill mixture control lever (13) with a drill #F (dia. 6.5 mm).

b) Install cable grip (17) on mixture control lever (13), position hole of cable grip (17) (the hole must be parallel to the aircraft centerline) and lock cable grip (17) with nuts (16) and (14) and washer (15).

2. INSTALLATION OF THE CARBURETOR (Figure 401)

A. Tools and consumable materials

- Red paint
- Torque wrench 0 - 265 lbf.in (0 - 30 N.m)

B. Procedure

WARNING : PRIOR TO ANY OPERATION, ENSURE THAT THE ENGINE, EXHAUST PIPE AND MANIFOLDS ARE COLD. IF NOT, TAKE NECESSARY PRECAUTIONS TO AVOID SEVERE BURNS.

WARNING : APPLY THE MAINTENANCE PROCEDURE OF THE FUEL SYSTEM – REFER TO 28-00-00.

CAUTION : SCREW JAM NUTS (10) ON THE R.H. SIDE AT THE SAME TIME AS NUTS (9) SINCE THEY CANNOT BE INSERTED WHEN NUTS (9) ARE LOCKED.

1) Remove the blanking plug, install a new seal (5), install carburetor (1) on the engine and attach it with washers (8), nuts (9) and jam nuts (10) or with washers (8), new lockwashers (11) and nuts (9).

2) Torque nuts (9) - refer to 20-00-01.

3) If disconnected, connect the carburetor temperature probe.

4) Remove the blanking plug, connect pipe (7) - refer to 20-00-02.

5) Install support (2) on carburetor (1) and install air inlet (6) - refer to 71-60-00.

6) Connect and adjust throttle control (3) - refer to 76-10-01.

7) Connect and adjust mixture control (12) - refer to 76-10-03.

8) Set fuel selector to "LEFT" or "RIGHT" position.

9) Bleed the fuel system - refer to 12-11-02.

CAUTION : MAKE SURE THAT THE SELECTED TANK CONTAINS FUEL BEFORE ACTUATING THE ELECTRIC PUMP.

10) Perform a leakage test with the fuel system pressurized - refer to 28-00-00.

11) Check for leaks.

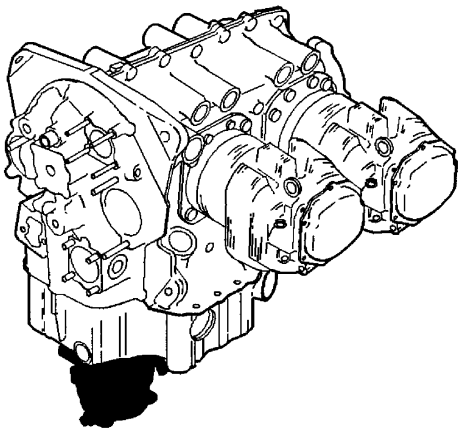
12) Mark with a red paint line nut of pipe (7), nuts (9) and, if installed, jam nuts (10).

13) Remove the drain pan.

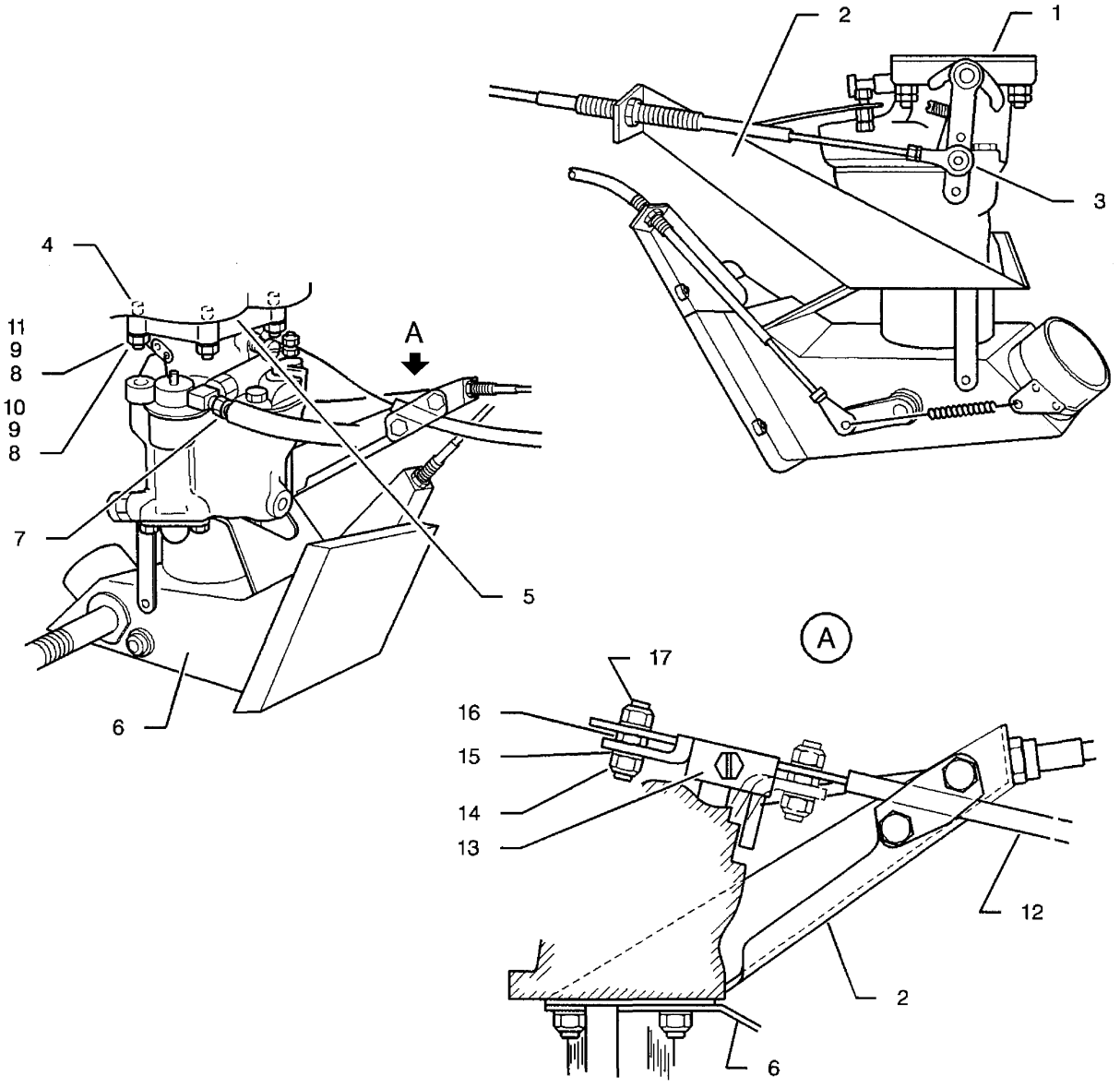
14) Make sure all the tools and materials are removed and the work area is clean and free from debris.

15) Install the engine cowlings - refer to 71-10-01.

16) Adjust carburetor (1) - refer to Page 501.



1 - Carburetor
2 - Support
3 - Throttle control
4 - Stud
5 - Seal
6 - Air inlet
7 - Pipe
8 - Washer
9 - Nut
10 - Jam nut
11 - Lockwasher
12 - Mixture control
13 - Mixture control lever
14 - Nut
15 - Washer
16 - Nut
17 - Cable grip



Carburetor - Removal / Installation
Figure 401

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CARBURETOR

ADJUSTMENT / TEST

1. IDLE ADJUSTMENT (Figure 501)

A. Tools and consumable materials

None

B. Procedure

1) Perform a test run-up - refer to 05-30-02.

2) Set throttle control to idle position and check engine rotation speed. Idle value must be 700 RPM ± 50.

3) Stop the engine - refer to 05-30-02.

4) If idle has to be adjusted, perform the following operations :

   a) Remove the engine cowlings - refer to 71-10-01.

   WARNING : PRIOR TO ANY OPERATION, ENSURE THAT THE ENGINE, EXHAUST PIPE AND MANIFOLDS ARE COLD. IF NOT, TAKE NECESSARY PRECAUTIONS TO AVOID SEVERE BURNS.

   WARNING : PRIOR TO ANY OPERATION, ENSURE THAT THE KEY IS REMOVED FROM MAGNETO SELECTOR AND THAT "MAIN SWITCH" IS OFF.

   b) Actuate idle adjustment screw (4) located on fixed stop (3). Screw idle adjustment screw (4) to increase RPM and unscrew it to reduce RPM.

   c) Make sure all the tools and materials are removed and the work area is clean and free from debris.

   d) Install the engine cowlings - refer to 71-10-01.

   e) Perform a test run-up - refer to 05-30-02. Check idle value.

5) Repeat the idle adjustment procedure until idle value is correct.

2. MIXTURE ADJUSTMENT AT IDLE (Figure 501)

A. Tools and consumable materials

None

B. Procedure

1) Perform a test run-up - refer to 05-30-02.

2) With mixture control on full rich position (control against forward stop), set the throttle control to idle position.

CAUTION : DO NOT SET MIXTURE CONTROL TO CHOKE STOP.

3) Set mixture control to lean position (control backward) very slowly. Engine rating must increase by 20 to 40 RPM and manifold pressure must decrease by 1/4 in.Hg before engine rating drops.

4) Before the engine stops, set mixture control to full rich position. The engine must return to its idle rating.

5) Stop the engine - refer to 05-30-02.

6) If mixture has to be adjusted, perform the following operations :

   a) Remove the engine cowlings - refer to 71-10-01.

   WARNING : PRIOR TO ANY OPERATION, ENSURE THAT THE ENGINE, EXHAUST PIPE AND MANIFOLDS ARE COLD. IF NOT, TAKE NECESSARY PRECAUTIONS TO AVOID SEVERE BURNS.

   WARNING : PRIOR TO ANY OPERATION, ENSURE THAT THE KEY IS REMOVED FROM MAGNETO SELECTOR AND THAT "MAIN SWITCH" IS OFF.

   b) Actuate mixture adjustment screw (6). Screw mixture adjustment screw (6) to reduce RPM and unscrew it to increase RPM.

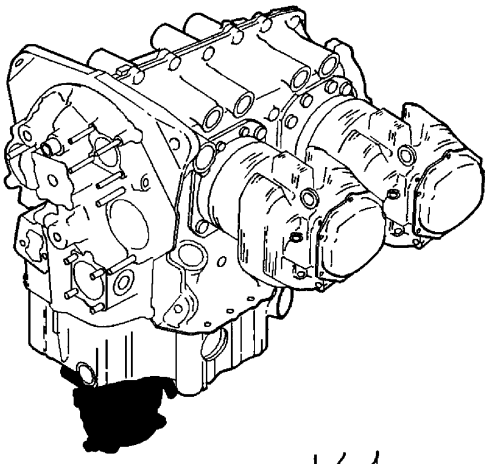
   c) Make sure all the tools and materials are removed and the work area is clean and free from debris.

   d) Install the engine cowlings - refer to 71-10-01.

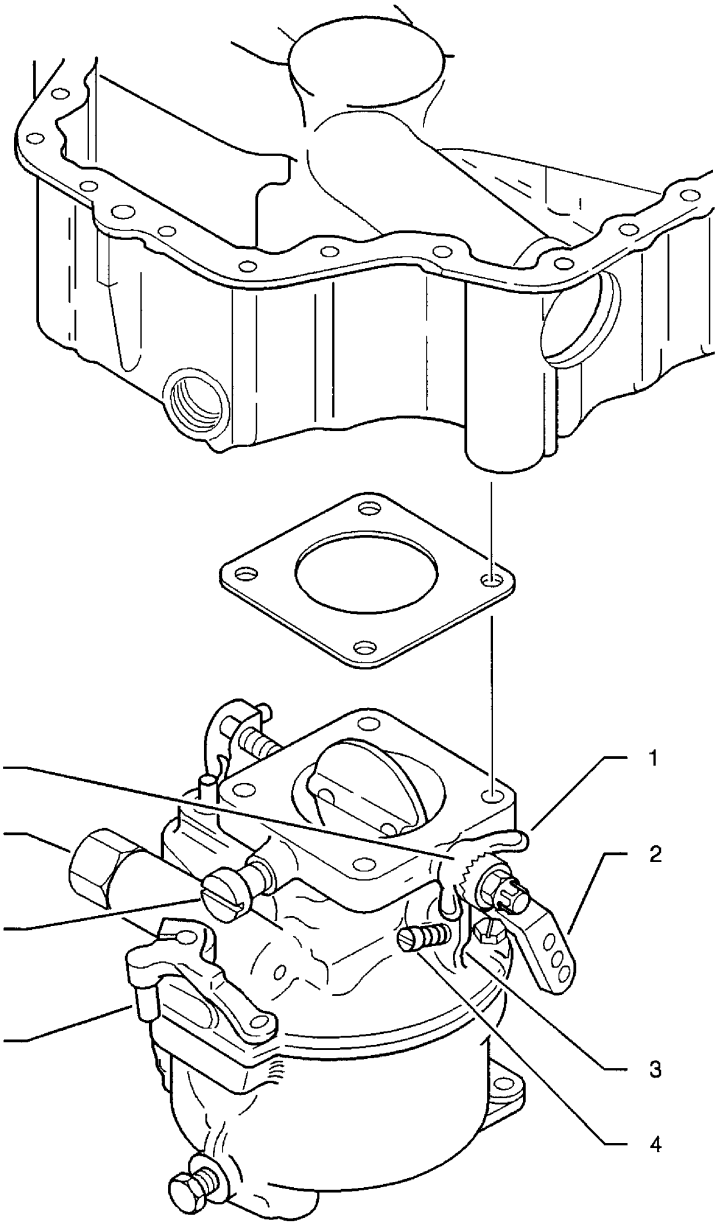
   e) Perform a test run-up - refer to 05-30-02. Check mixture value.

7) Repeat the mixture adjustment procedure until mixture value is correct.

8) After adjusting mixture, adjust idle - refer to Paragraph 1.



1 - Idle movable stop
2 - Throttle control lever
3 - Fixed stop
4 - Idle adjustment screw
5 - Mixture control lever
6 - Mixture adjustment screw
7 - Carburetor strainer (fuel inlet)
8 - Full throttle movable stop



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Carburetor - Adjustment / Test
Figure 501

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INDICATING SYSTEM

DESCRIPTION AND OPERATION

1. GENERAL

Indicating system is used to indicate fuel pressure used by the engine.

Indicating system includes :

- the pressure transmitter,
- the pressure indicator integral with engine monitoring cluster - refer to 31-10-00.

2. LOCATION (Figures 1, 1A and 1B)

COMPONENT	QTY	AREA	ACCESS DOOR	REFERENCE
Pressure transmitter	1	100	121 / 131	73-30-01
Engine monitoring cluster	1	251	/	31-10-00

3. DESCRIPTION

A. Pressure transmitter

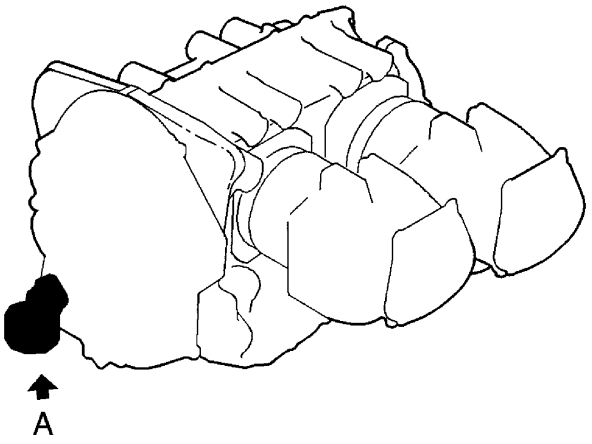
Located at the engine pump outlet, it transmits the fuel pressure to the pilot through the pressure indicator.

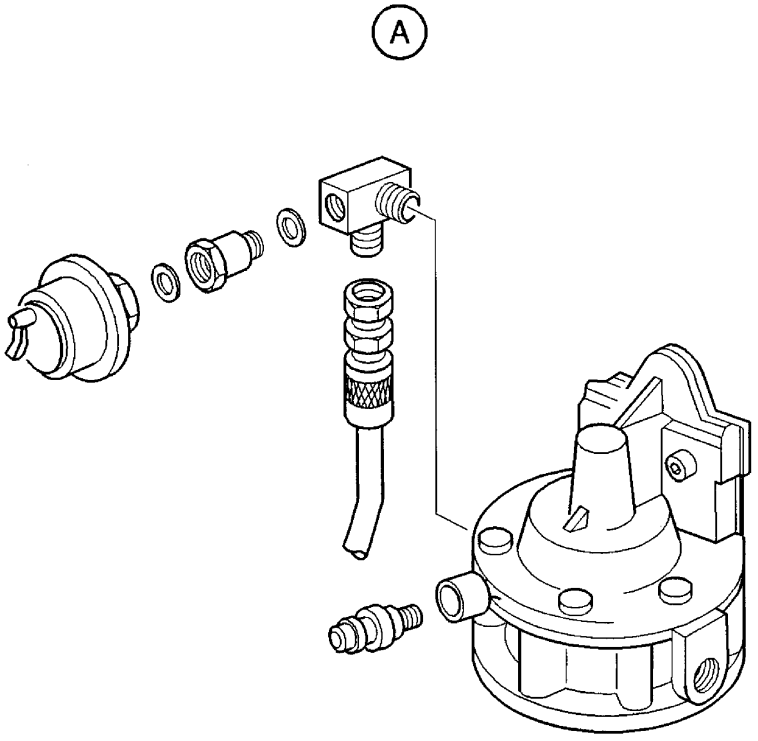
4. OPERATION

A. Pressure indicator

The fuel pressure indicator receives information from the pressure transmitter and indicates to the pilot the fuel pressure supplied by the engine pump.

A - Pressure transmitter





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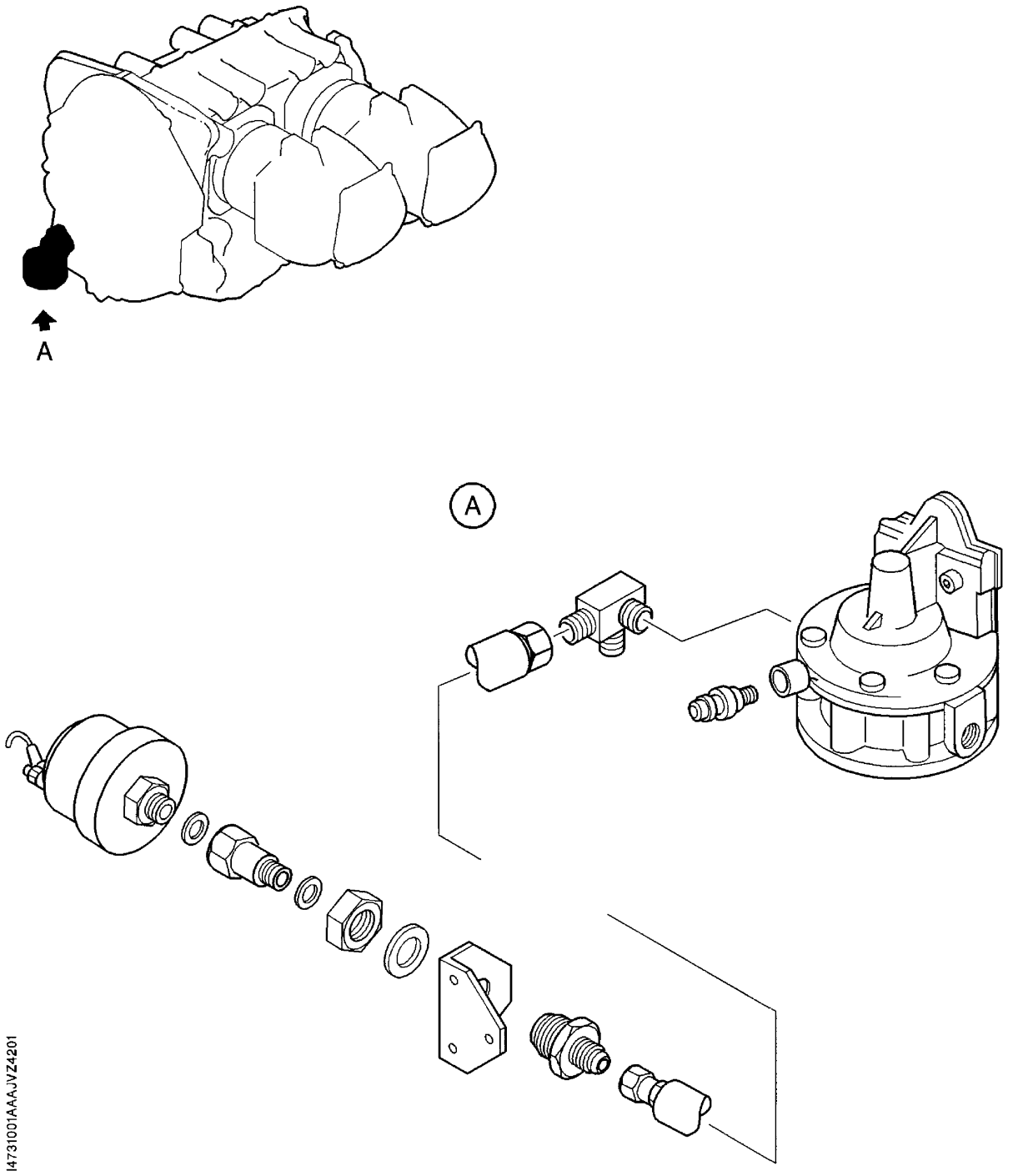
Indicating system - Identification and location of components
Figure 1 - S / N 1 - 300

A - Pressure transmitter



Indicating system - Identification and location of components
Figure 1A - S / N 301 - 968, 970 - 1184, 1186 - 1213, 1215 - 1477, 1479 - 1505

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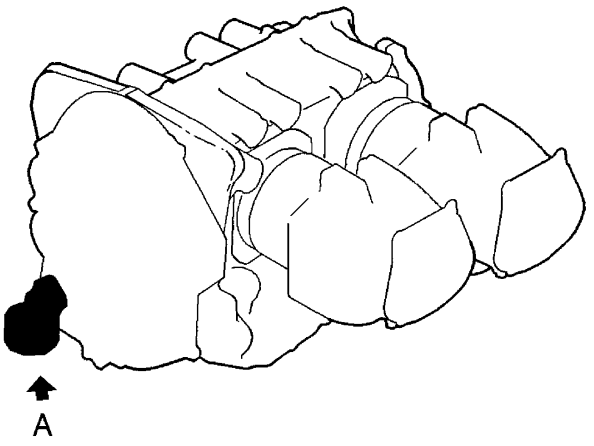
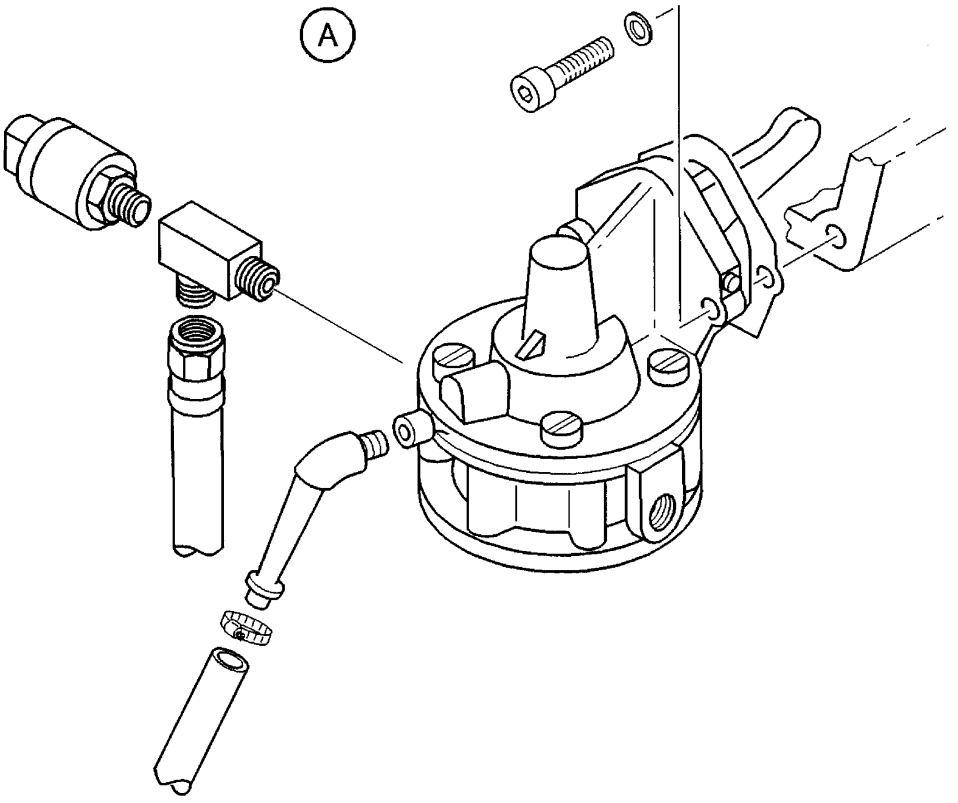
Validity : S / N 1 - 9999

A - Pressure transmitter





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Indicating system - Identification and location of components
Figure 1B - S / N 969, 1185, 1214, 1478, 1506 - 1508, 1513 - 9999

PRESSURE TRANSMITTER

REMOVAL / INSTALLATION

WARNING : OBEY THE SAFETY PRECAUTIONS DESCRIBED IN 28-00-00.

1. REMOVAL OF PRESSURE TRANSMITTER (Figures 401, 401A and 401B)

A. Tools and consumable materials

- Drain pan 0.5 US Gal (2 liters)
- Blanking plug

B. Procedure

WARNING : PRIOR TO ANY OPERATION, ENSURE THAT THE ENGINE, EXHAUST PIPE AND MANIFOLDS ARE COLD. IF NOT, TAKE NECESSARY PRECAUTIONS TO AVOID SEVERE BURNS.

WARNING : APPLY THE MAINTENANCE PROCEDURE OF THE FUEL SYSTEM – REFER TO 28-00-00.

1) Open main switch-breaker.

2) Set the fuel selector to "CLOSED" position.

3) Remove the engine cowlings - refer to 71-10-01.

4) Drain the fuel system in the fuselage - refer to 12-11-02.

5) Install a drain pan under pressure transmitter (4).

6) Disconnect wires or connector from pressure transmitter (4).

S / N 1 - 300 - refer to Figure 401

7) Remove pressure transmitter (4). Blank off.

8) Discard seal (2).

S / N 301 - 968, 970 - 1184, 1186 - 1213, 1215 - 1477, 1479 - 1505, 1509 - 1512 - refer to Figure 401A

7) Remove pressure transmitter (4). Blank off.

8) Discard seal (2).

S / N 969, 1185, 1214, 1478, 1506 - 1508, 1513 - 9999 - refer to Figure 401B

7) Remove pressure transmitter (4). Blank off.

2. INSTALLATION OF PRESSURE TRANSMITTER (Figures 401, 401A and 401B)

A. Tools and consumable materials

- Loctite (TB 09-906)
- Red paint
- Sealant (TB 08-004B)

B. **Procedure**

WARNING : PRIOR TO ANY OPERATION, ENSURE THAT THE ENGINE, EXHAUST PIPE AND MANIFOLDS ARE COLD. IF NOT, TAKE NECESSARY PRECAUTIONS TO AVOID SEVERE BURNS.

WARNING : APPLY THE MAINTENANCE PROCEDURE OF THE FUEL SYSTEM – REFER TO 28-00-00.

S / N 1 - 300 - refer to Figure 401

1) Install a new seal (2) on pressure transmitter (4).
2) Remove the blanking plug, attach pressure transmitter (4) to shock absorber (3) (if installed) or to union (5).
3) Connect wires to pressure transmitter (4).

S / N 301 - 968, 970 - 1184, 1186 - 1213, 1215 - 1477, 1479 - 1505, 1509 - 1512 - refer to Figure 401A

1) Remove the blanking plug, attach pressure transmitter (4) to shock absorber (3) (if installed) or to union (5).
2) Connect wires to pressure transmitter (4).

S / N 969, 1185, 1214, 1478, 1506 - 1508, 1513 - 9999 - refer to Figure 401B

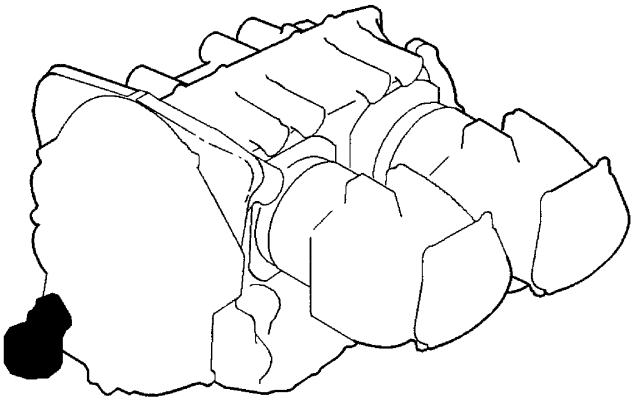
1) Apply Loctite (TB 09-906) to the thread of pressure transmitter (4) - refer to 20-00-08.
2) Remove the blanking plug, attach pressure transmitter (4) to union (5).
3) Connect connector to pressure transmitter (4).
4) Tighten the connector attaching screw. Seal the bolt hole with sealant (TB 08-004B).

S / N 1 - 9999

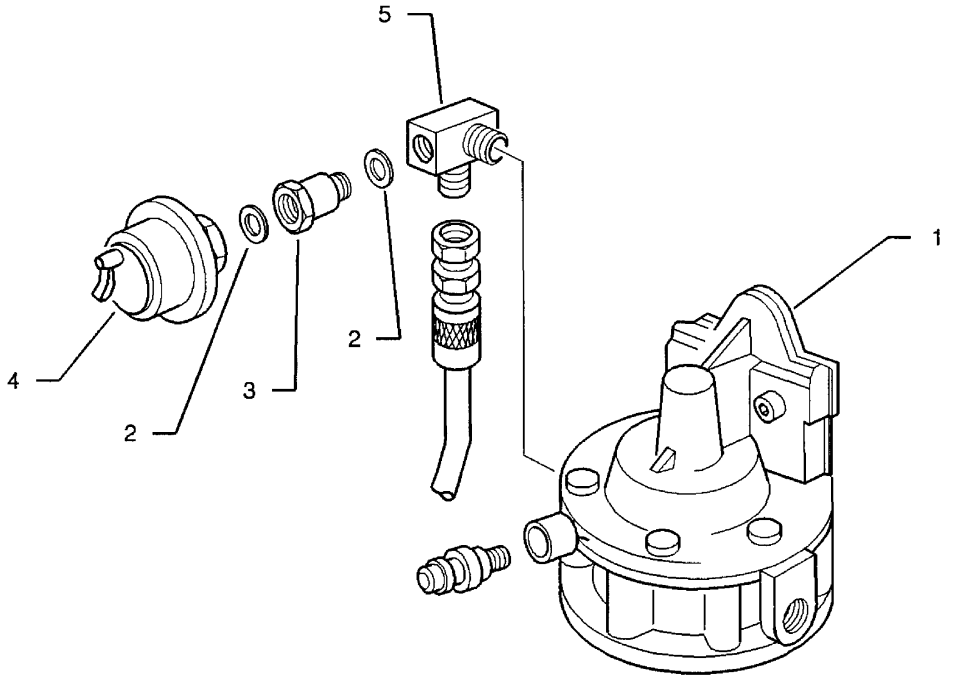
5) Set the fuel selector to "LEFT" or "RIGHT" position.
6) Bleed the fuel system - refer to 12-11-02.

CAUTION : MAKE SURE THAT THE SELECTED TANK CONTAINS FUEL BEFORE ACTUATING THE ELECTRIC PUMP.

7) Perform a leakage test with the fuel system pressurized - refer to 28-00-00.
8) Check for leaks.
9) Mark with a red paint line pressure transmitter (4), union (5) or shock absorber (3) (if installed).
10) Remove the drain pan.
11) Make sure all the tools and materials are removed and the work area is clean and free from debris.
12) Install the engine cowlings - refer to 71-10-01.
13) Perform a test run-up - refer to 05-30-02.



1 - Engine pump
2 - Seal
3 - Shock absorber (if installed)
4 - Pressure transmitter
5 - Union



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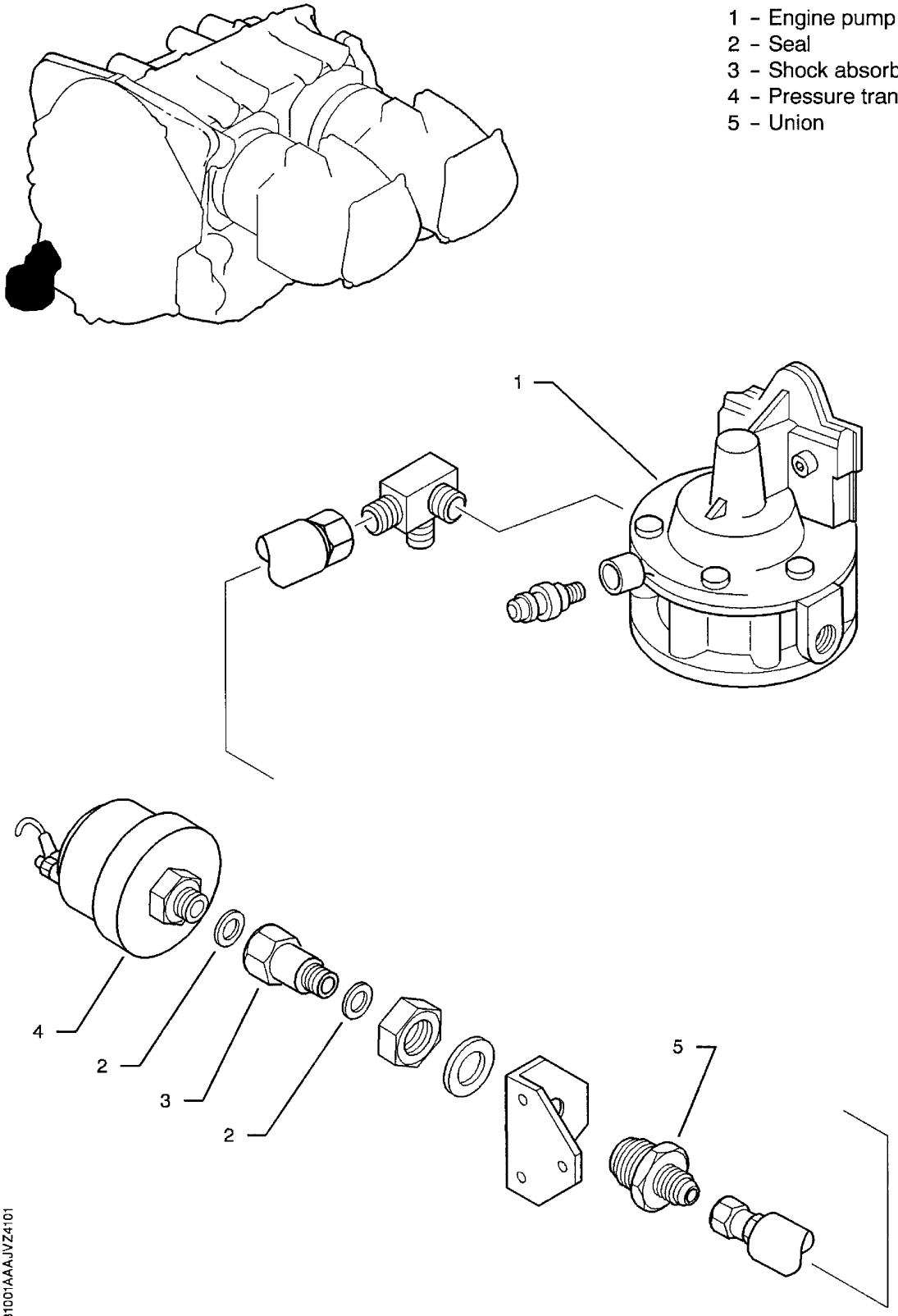
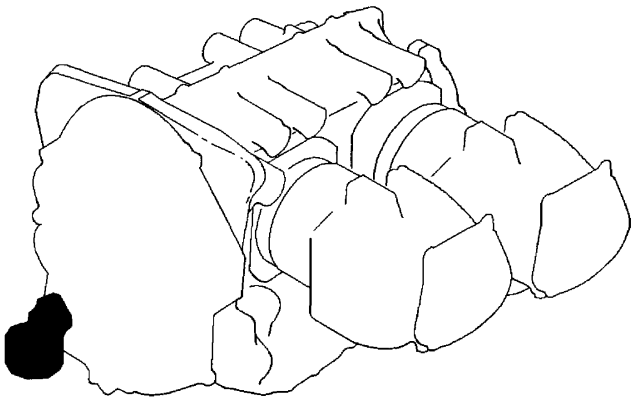
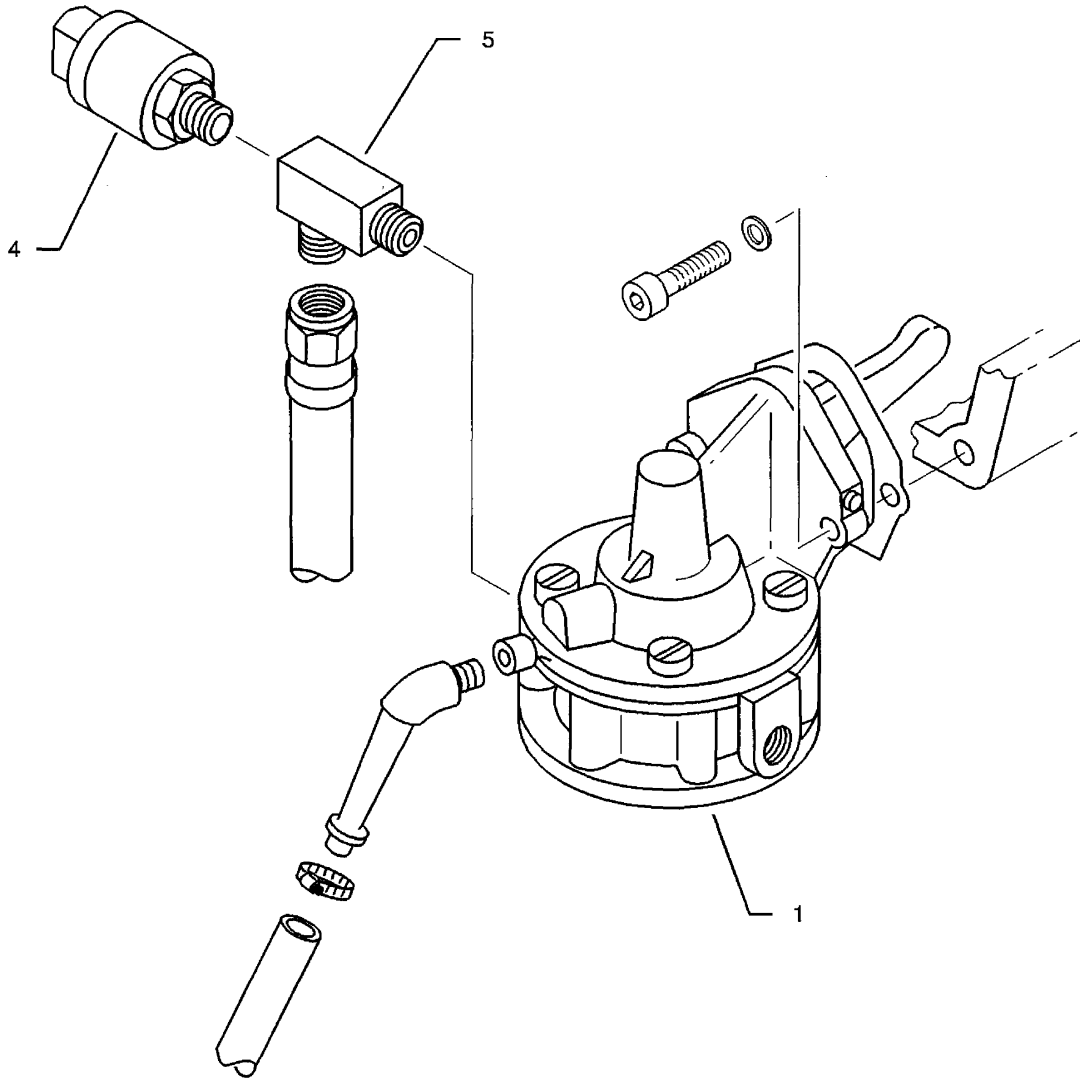
Pressure transmitter - Removal / Installation
Figure 401



Pressure transmitter - Removal / Installation
Figure 401A



1 - Engine pump
4 - Pressure transmitter
5 - Union



Pressure transmitter - Removal / Installation
Figure 401B

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Validity : S / N 1 - 9999

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