

In order to obtain a satisfactory performance of the engine it is necessary that the injection pump is charged with fuel containing no bubbles. Air in the fuel system can cause heavy knocking and a reduction of engine output and in certain cases starting trouble.

In general, the bleeding of the fuel system is only necessary if the connections and lines are loosened. However, bleeding can also become necessary during the operation, if the feed pump sucks infiltrated air.

a) Bleeding Fuel Main Filter and Injection Pump

1. Unscrew bleeder screw (1) at fuel main filter 1 to 2 turns (see Figure 00-10/1).

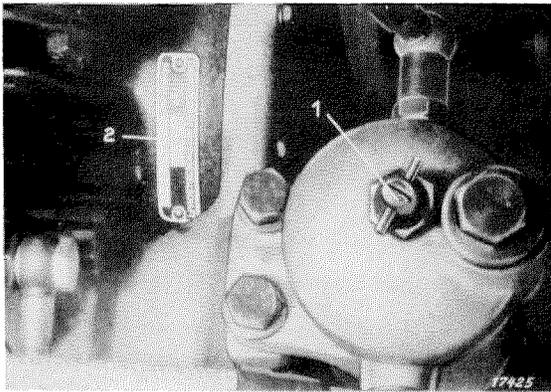


Figure 00-10/1 OM 636

- 1 Bleeder screw of fuel main filter
- 2 Engine model plate

2. Turn the control knob of the hand feed pump (1) in direction (2) and pump until fuel without bubbles flows out of bleeder screw (see Figure 00-10/2).

Then close again the bleeder screw (1) (see Figure 00-10/1).

3. On OM 636 unscrew the two bleeder screws (4 and 5) at the pump for several turns. Operate hand pump again until fuel without bubbles flows out at the bleeder screws. Secure the bleeder screws. Tighten the control knob of the hand feed pump by turning, it clockwise (see Figure 00-10/2).

Note: OM 621: the bleeder screws arranged hitherto laterally have been omitted and are now replaced by one bleeder screw (5) at the top of the injection pump, i.e. at the rear and of the suction space (see Figure 00-10/3).

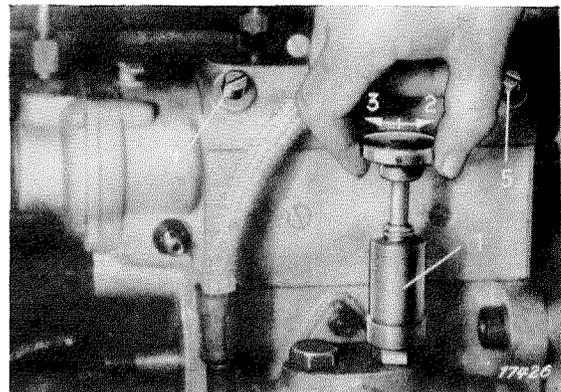


Figure 00-10/2 OM 636

- 1 Hand Feed Pump
- 2 Loosen
- 3 Secure
- 4 Bleeder Screw
- 5 Bleeder Screw

The injection pumps of initial production are still equipped with 2 bleeder screws.

On no account forget to secure well the control knob of the hand feed pump. By tightening the control knob the pump plunger is pressed onto a gasket ring thus sealing the hand pump. If the control knob is loose, the hand feed pump leaks during operation.

b) Bleeding injection lines

With the OM 621 bleeding of the injection lines is not necessary, since these are very short (approx. 320 mm long as compared to approx. 750 mm with the OM 636).

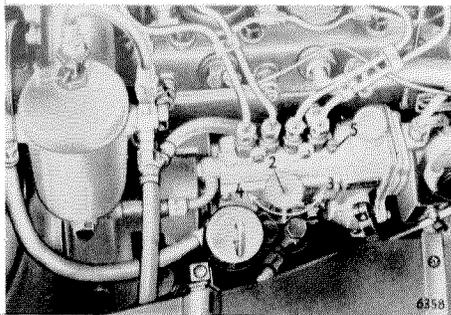


Figure 00-10/3 OM 621

- 1 bleeder screw of the fuel main filter
- 2 main feed pump
- 3 loosening
- 4 retaining
- 5 bleeder screw

The bleeding of the injection lines is only necessary if the lines had been disconnected and had therefore been completely drained.

1. Remove side cover of the injection pump.
2. Set the respective pump element to full stroke by turning the crankshaft, so that the pump plunger and push rod are situated at bottom dead center. Then pump with a suitable tool between the lock nut and the adjusting screw of the roller tappet until the

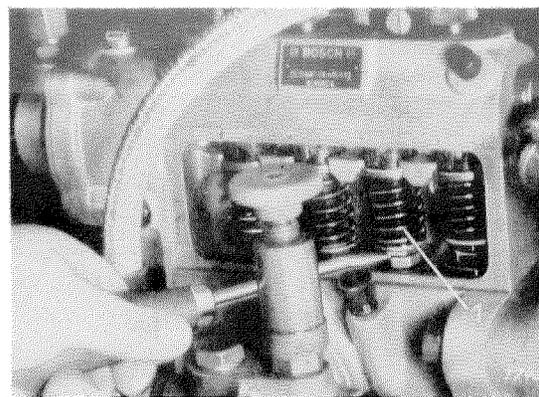


Figure 00-10/4 OM 636

- 1 Pump element

corresponding nozzle discharges (see Figure 00-10/4).

However, do avoid unnecessarily prolonged injecting.

Bleed all injection lines.

3. Reinstall the side cover of the injection pump.
4. Operate engine and check all connections and bleeder screws for leaks.