

Figure 07-4/25

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|---------------------------------------------------|----------------------------------------------------------------|
| 1 Pressure pipe (injection line) | 23 Injection pump housing |
| 2 Union nut | 24 Fuel feed connection |
| 3 Pipe connection | 25 Control rod guide bushing and starting quantity stop |
| 4 Valve spring | 26 Camshaft (driving side) |
| 5 Seal ring | 27 Follower |
| 6 Pressure valve | 28 Bearing cover with oil seal ring and centering fit |
| 7 Pressure space | 29 Fuel feed pump |
| 8 Plunger } = pump element | 30 Ball bearing |
| 9 Cylinder } | 31 Double lever |
| 10 Gasket | 32 Stop pin for full load stop |
| 11 Control sleeve with lever arm | 33 Adjusting lever |
| 12 Tappet spring | 34 Adjusting lever stop or adjusting screw with full load stop |
| 13 Plunger lug | 35 Guide lever |
| 14 Roller tappet | 36 Diaphragm pin with pressure pin and adapting spring |
| 15 Clamping jaws (for fixing of pipe connections) | 37 Diaphragm assembly |
| 16 Suction space | 38 Vacuum line |
| 17 Control bore (feed and return flow bore) | 39 Diaphragm |
| 18 Control rod | 40 Guide pin |
| 19 Pin on lever arm of control sleeve | 41 Air filter and oil filling bore |
| 20 Adjustable clamping piece with guide groove | |
| 21 Clamping screw | |
| 22 Tappet guide screw | |

II. Pressure valve

The pressure valve of the pump 'M' is completely arranged within the pipe connection. The seal between pressure valve and pipe connection is effected, however, by an additional seal ring (4) (see Figure 07-4/26). The function and construction of the pressure valve corresponds in principle to the design of the type 'A' (see section A, item II of Job No. 07-4).

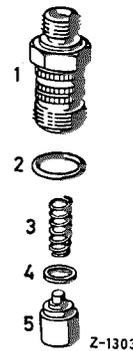


Figure 07-4/26

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|----------------------------------------------------------------|
| 1 Pipe connection |
| 2 Seal ring between pipe connection and injection pump housing |
| 3 Spring |
| 4 Seal ring between pipe connection and pressure valve |
| 5 Pressure valve |

III. Pneumatic governor

The pneumatic governor EP/MN 60 M used in the OM 621 is identical to the governor for the OM 636 with the exception of the linkage controlled 'Stupser'. In connection with the throttle duct, it controls idling, maximum speed, partial load and full load. Corresponding to the respective accelerator position, load and speed, it adjusts the fuel quantity, shuts off the injection quantity when the vehicle is coasting (e.g. on downhill drives) and prevents that the maximum speed is exceeded (for the OM 621 approx. 4000 r.p.m. when loaded and approx. 4300 r.p.m. when unloaded). For completion sake, we repeat the description of the functioning of the pneumatic governor: