

# Adjusting Cable Control between Glow Starter Switch and Injection Pump

Job No.

00-13

## A. OM 636

1. Turn the handle (2) of the glow starter switch (1) fully counterclockwise (stop position) and at the same time have a second person check the position of the control lever (5) at the injection pump. In this position the control lever (5) at the injection pump must be fully drawn back to the stop position by the eye (4) of the cable control (see Figure 00-13/1). The plungers of the injection pump are then in the no-delivery position, the engine no longer receives fuel and stops.

The cable control can be adjusted by shifting the wire spiral (sleeve) in the fixing clip or by moving the wire cable in the lever of the glow starter switch. The control lever (5) must be securely fixed on the shaft of the injection pump (see Figure 00-13/1).

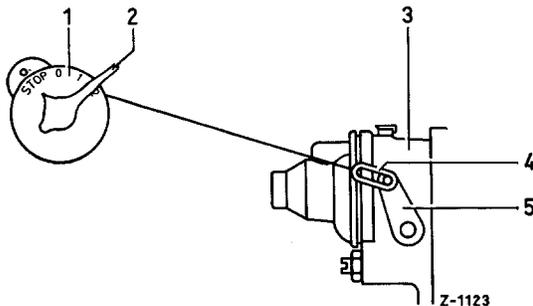


Figure 00-13/1

Stop Position

- 1 Glow starter switch
- 2 Handle of glow starter switch in stop position
- 3 Injection pump
- 4 Eye of cable control
- 5 Control lever pulled back completely  
(also see Fig. 15-33/2 and Job No. 15-33)

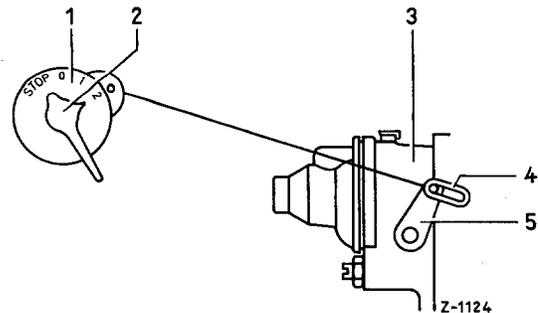


Figure 00-13/2

Starting Position

- 1 Glow starter switch
- 2 Handle of glow starter switch in starting position
- 3 Injection pump
- 4 Eye of cable control
- 5 Control lever pushed forward completely

2. Disconnect ground cable at negative pole of battery.
3. Turn the handle (2) of the glow starter switch (1) fully clockwise (starting position) and at the same time have a second person check the position of the control lever (5) at the injection pump. In this position the bolt of the control lever (5) must touch at the other side of the eye (4) (opposite to the stop position) and the control lever (5) must be pressed forward completely (see Figure 00-13/2). Thus the control rod has been shifted in the direction "full" beyond the full load stop to starting quantity.
4. Release the handle (2) of the glow starter switch, the handle goes to the driving position, position 0. In the driving position 0 as well as in the pre-heating position 1 the bolt of the control lever should not touch the eye on either side.
5. Connect the ground cable with the negative pole of the battery.
6. Start engine, operate engine for a short period, turn knob of idling control (if installed) fully clockwise and stop engine again.  
If there are difficulties in adjusting, that is if the starting **and** stop position cannot be adjusted satisfactorily, a small part of the starting quantity can be abandoned in favor of a satisfactory stop position.

**Note:** For built-in engines of fork lifts the starting quantity can be abandoned completely, if a short and dense smoke jet appears during starting.

In such cases remove the cable control and attach a simple linkage to the control lever of the injection pump, which allows the stopping of the engine.

## B. OM 621

With the OM 621, i.e., vehicle model 190 D and 190 Db (left hand steering only) the glow starter and stop switch features a push pull switch, contrary to the rotary type switch installed in the OM 636 (see Figure 00-13/3). Further the control lever of the injection pump goes downwards contrary to the position of the control lever of the OM 636.

1. Disconnect the ground cable from the negative pole of the battery.

2. Completely push in push pull switch knob (**stop position**) whilst a second man checks the position of the control lever on the injection pump at the same time. In this position the control lever must be completely pushed forward (see Figure 00-13/3, S = stop position).

3. Pull the knob of the push pull switch completely outwards to the stop overcoming the slight resistance (**starting position**) whilst a second man checks at the same time the position of the control lever on the injection pump. In this position the pin of the control lever must contact the other side of the lug (contrary to the stop position) the control lever being completely drawn rearwards (see Figure 00-13/3, A = starting position).

4. Release the knob of the push pull switch, through its spring force the switch automatically moves to driving position. If in driving or pre-glowing position, the pin of the control lever must not contact either side of the lug (see Figure 00-13, F = driving position, V = pre-glowing position).

5. Connect the ground cable to the negative pole of the battery.

6. Start and operate the engine for a short time, turn the rotary handle for the idling adjustment (if any) completely to the right and stop engine again.

Should adjusting difficulties arise, i.e., if starting **and** stopping position cannot be properly adjusted, adjust in favour of a faultless stop position at the cost of a small part of the starting quantity.

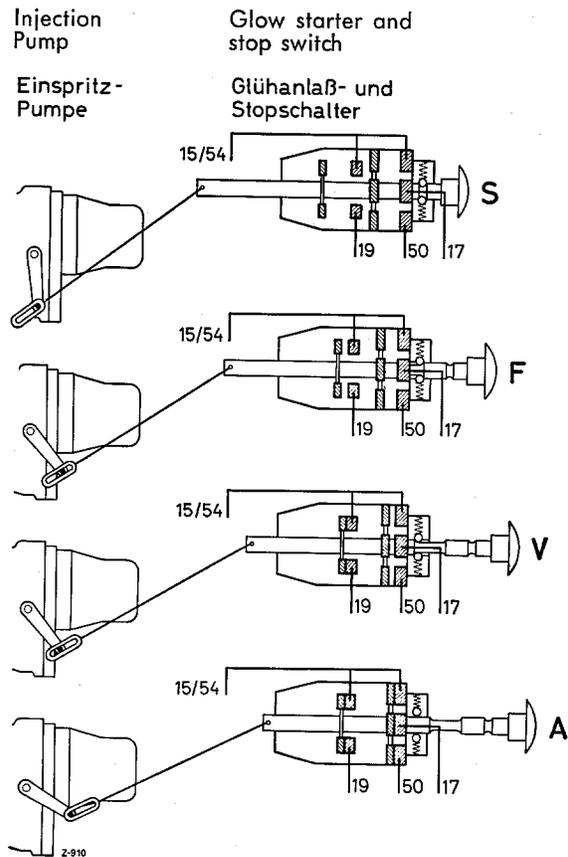


Figure 00-13/3

S = stop position  
 F = driving position  
 V = pre-glowing position  
 A = starting position