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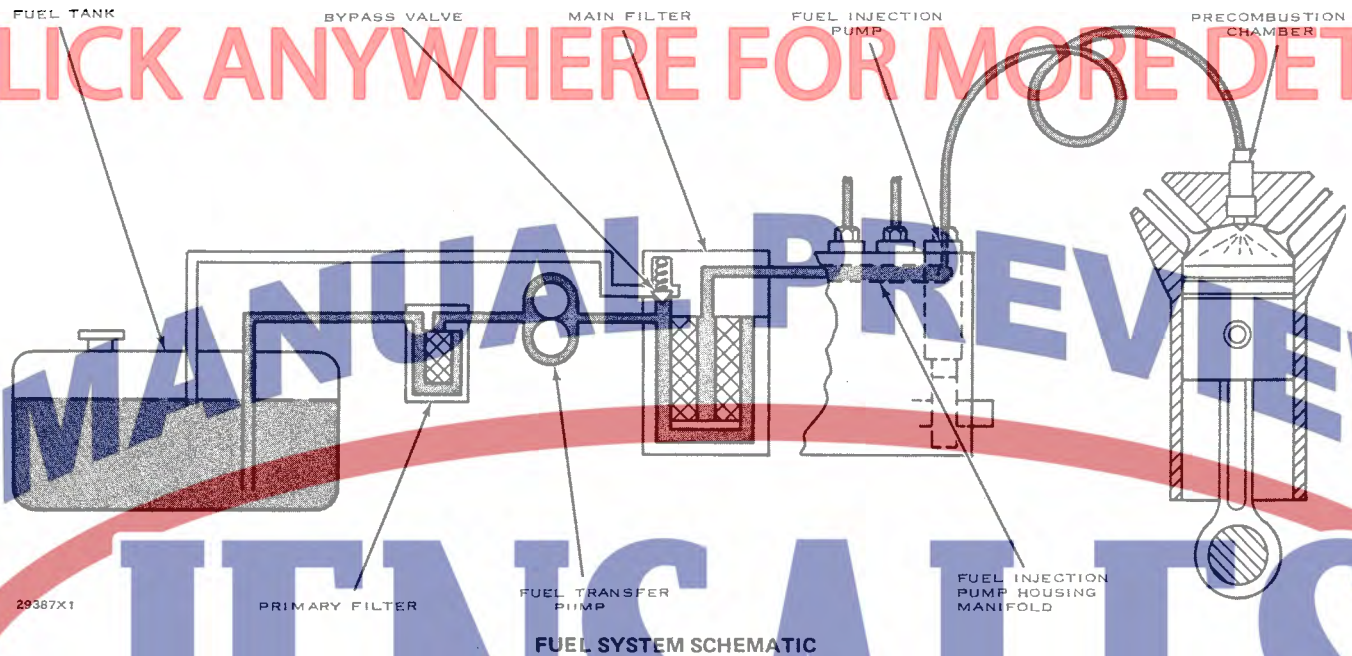
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FUEL SYSTEM



The fuel system is a pressure type with a separate injection pump and injection valve for each cylinder. Fuel is injected into a precombustion chamber, not directly into the cylinder.

A transfer pump supplies fuel to the manifold from which the injection pumps get fuel. Before the fuel is delivered to the manifold, it is filtered first by a primary filter which removes dirt particles, and later by a main or final filter which removes more minute particles.

The transfer pump can supply more fuel than is required for injection, so a bypass valve is used to limit the maximum pressure within the supply system.

The injection pumps receive fuel from the manifold and force it under high pressure to the injection valves. The injection valves spray atomized fuel into the precombustion chambers.

An air vent valve in the system permits removal of air. Air is removed by opening the valve and pressurizing the fuel system. The system can be pressurized by using the priming pump. The vent valve must be open until a stream of fuel, without air bubbles, flows from the vent line.

FUEL INJECTION PUMP OPERATION

The injection pump plungers and the lifters are lifted by lobes on the camshaft and always make a full stroke. The lifters are held against the cam lobes by spring force applied to the plungers.

The amount of fuel pumped each stroke is varied by turning the plunger in the barrel. Action of the governor moves the fuel rack which turns the pump gear segment on the bottom of the pump plunger.



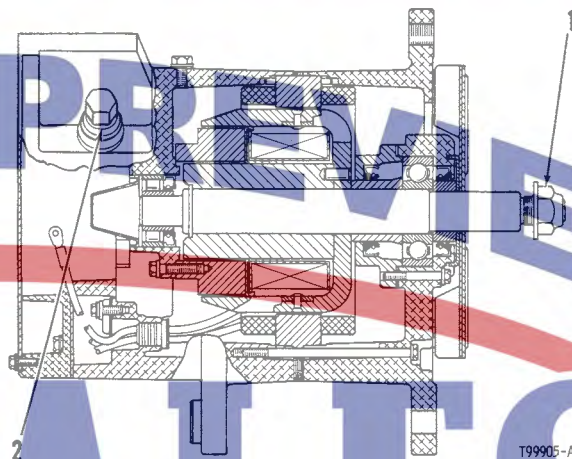
FUEL INJECTION PUMP

- 1—Fuel manifold. 2—Inlet port. 3—Check valve. 4—Gear segment. 5—Pump plunger. 6—Spring. 7—Fuel rack. 8—Lifter. 9—Camshaft.

ALTERNATORS
(DELCO-REMY)

5S9088 (24V-50A-DR1117226)

Circuit—negative ground	B
Belt adjustment (amount deflected)	.875 ± .125 in. (22,0 ± 3,0 mm)
force midway between pulleys	25 lb. (11,3 kg)
RPM—testing	5000
Rotation—clockwise	
Output—cold:	
5000 RPM (load battery with carbon pile to obtain maximum output)	54 A
Rated output (hot)	50 A
Field current @ 24V 80° F (27° C)	2.5–2.9 A
Voltage regulator:	
Voltage setting range	26–30 V
Adjust voltage setting to	28 V
then increase speed to produce maximum output	50 A
(1) Torque—nut	75 ± 5 lb. ft. (10,4 ± 0,7 mkg)
(2) Torque—output terminal	10 ± 1 lb. ft. (1,38 ± 0,14 mkg)



ALTERNATORS
(PRESTOLITE)

7S5897 (24V-19A ANB6001)

9S4070* (24V-19A ANB7001)

Negative ground	
Rated output @ 28V	19 A
Output 1500 RPM @ 28V	10 A
Rotor resistance at 77° F (25° C)	18–20 ohms
Current draw at 77° F (25° C) @ 24 V	1.20–1.33 A
(1) Torque—pulley retaining nut	87.5 ± 2.5 lb. ft. (12,1 ± 0,3 mkg)
(2) Torque—through bolts	27.5 ± 2.5 lb. in. (31,7 ± 2,9 cm.kg)
(3) Torque—brush holder screws	12.5 ± 2.5 lb. in. (14,4 ± 2,9 cm.kg)
(4) Torque—terminal stud nuts	32.5 ± 2.5 lb. in. (37,5 ± 2,9 cm.kg)
(5) Torque—regulator retaining bolts	47.5 ± 2.5 lb. in. (54,8 ± 2,9 cm.kg)

*Includes VSH-6401–9S2329 Regulator



INTRODUCTION

The specifications in this book are given on the basis of information that was current at the time the book was written. These specifications give the torques, operating pressures, measurements of new parts and other items. When the word “permissible” is used in the description, the specification value given is the “maximum or minimum” normally permitted before adjustment, repair and/or new parts are needed. Make a comparison of the measurements of a worn part with the specifications of a new part to find the amount of wear. The wear factor is not the only basis for the replacement of parts. The expected service life of the worn part is a factor. A part that is worn can be safe to use if an estimate of the remainder of its service life is good. When a disassembly is made for the purpose of reconditioning, the recommendation is the replacement of parts not completely worn out if a short service life is expected.

77200

NOTE: For Systems Operation and Testing and Adjusting, make reference to 941 POWER TRAIN, Form No. REG00541.

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*See SPECIFICATIONS, Form No. SENR7001.

SPECIFICATIONS

NOTE: For Specifications with illustrations, make reference to the POWER TRAIN SPECIFICATIONS FOR 941 TRACK TYPE LOADER Form No. SENR7001. If the Specifications in Form SENR7001 are not the same as in the Systems Operation and the Testing and Adjusting, look at the printing date on the back cover of each book. Use the Specifications in the book with the latest date.

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BEVEL PINION REMOVAL AND INSTALLATION

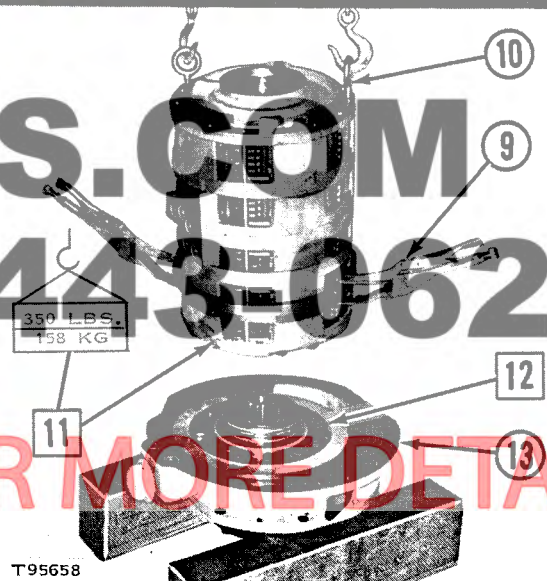
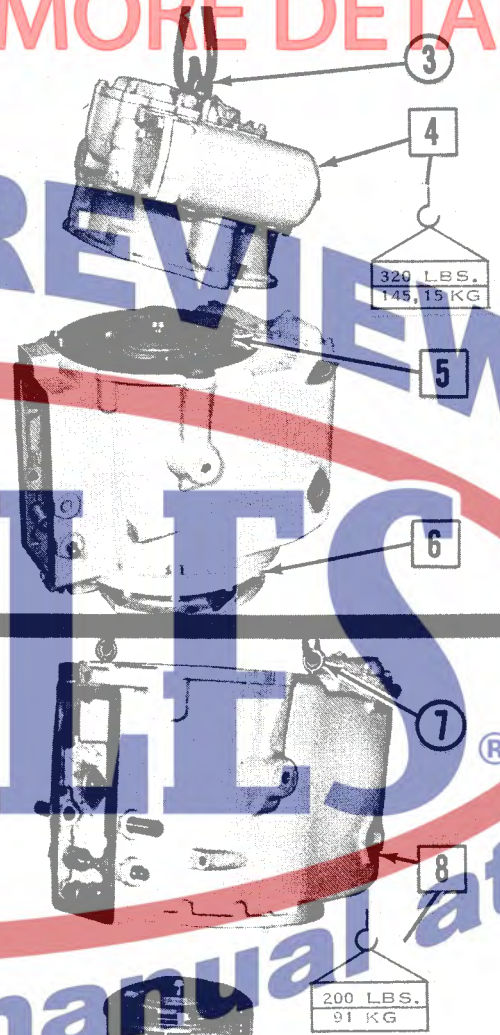
Refer to SERVICE GUIDE for Preliminary Information.



1—Oil line from transmission sump. 2—Bolts and lock washers (fifteen each). Use two $\frac{3}{8}$ "-16 forcing screws to separate torque converter case from transmission housing. 3— $\frac{1}{2}$ " NC forged eyebolts (two). Attach hoist. 4—Torque converter and lubrication system groups. 5—Bolts (eight). Do not remove the three short bolts marked "S". 6—Bolts (twelve). Use two as forcing screws to separate transmission housing from transfer gear case. 7— $\frac{1}{2}$ " NC forged eyebolts (two). Attach hoist. 8—Planetary transmission housing. 9—Locking pliers (two). Grip planetary transmission as shown to prevent clutch pack No. 5 (rotating clutch) from dropping during planetary transmission removal. 10— $\frac{1}{2}$ " NC forged eyebolts (two). Attach chains. 11—Planetary transmission. 12—Planetary transmission manifold. 13—Transfer gear case.



CAUTION—Any attempt to remove the transfer gear case from the transmission housing without first removing the planetary transmission can result in damage to clutch pack No. 5 (rotating clutch).



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