

SUBJECT

Possible low power condition experienced with engine governing systems incorporating the AGB 250A3 integral actuator on 8 and 12 cylinder engines.

PRODUCT AFFECTED

AGB 250A3

REASON FOR BULLETIN

Recent product improvement was implemented partially by United Technologies Diesel Systems. The result may be that the fuel injection pump rack may only move part of its travel and may cause a low power condition at high actuator temperatures.

The present combination of the actuator's internal dust boot, spring and spring seat may cause a return force imbalance. The imbalance may prevent the fuel rack from moving completely to the full fuel position when the actuator is subjected to high temperatures. This condition is caused by the fact that a spring seat was prematurely installed. It should have been installed simultaneously with a new design dust boot.

SERVICE PART REQUIRED:

SP 676

INFORMATION Refer to Figure 1

This condition has only been experienced in a few applications and, if low engine power is prevalent, the following corrective action can be taken to remove the spring and spring seat.

- A. Remove rod end bearing (Pos. 19) by loosening its locknut (Pos. 18). Also remove shoulder screw (Pos. 17) and bracket (Pos. 16).
- B. Remove spring (Pos. 15) and its spring seat which rests against the actuator housing.

TO REASSEMBLE Refer to Figure 1

Replace spring (Pos. 15) with service part, SP 676. **DO NOT** re-install spring seat. Then re-install L bracket (Pos. 16), fasten rod end bearing (Pos. 19) with shoulder screw (Pos. 17) and locknut (Pos. 18). Torque to 4-5Nm (3-3.5 ft. lbs.).

NOTE: Check that L bracket (Pos. 16) is free to slide along spring retaining pin (Pos. 20) with no binding when rack is manually moved to maximum fuel position.

THIS IS AN IMPORTANT TEST - binding can cause loss of control resulting in engine damage.

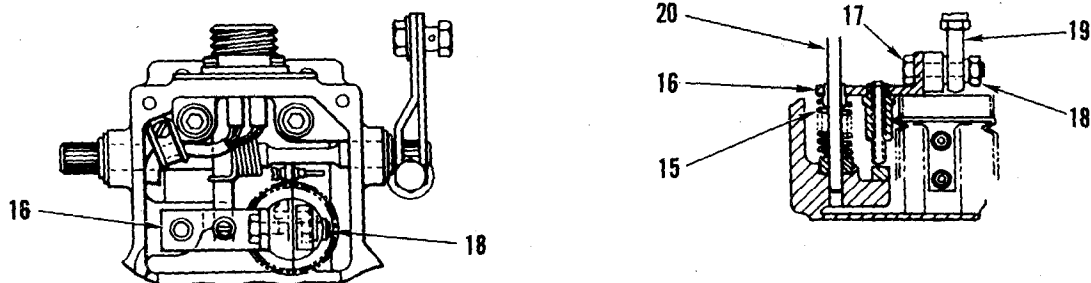


Figure 1