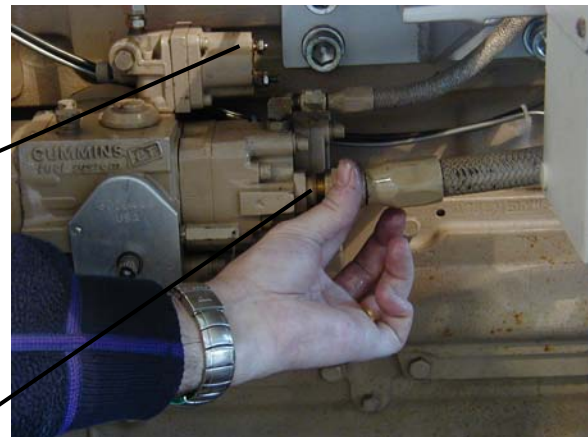


Installation Manual for PT Fuel Valve Actuator ADB-120-E4-HT

Before installing the ADB-120 E4-HT make sure that the engine starter battery is disconnected completely. Also assure that the fuel supply is closed in front of the fuel filter.

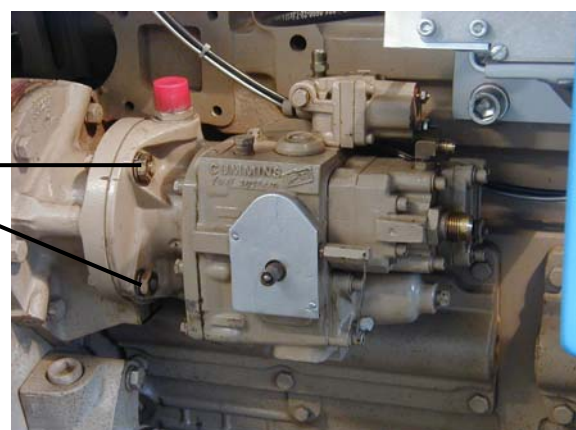
Removing the PT fuel Pump

Disconnect the electrical lines from the stop solenoid. Note that the solenoid is polarised and therefore the **top screw** is battery positive.



Once the fuel supply line is closed, remove the fuel inlet and return from the pump

Remove the 4 flange mounting screws. Note: The pump has no timing device, therefore it is not necessary to memorise the position.

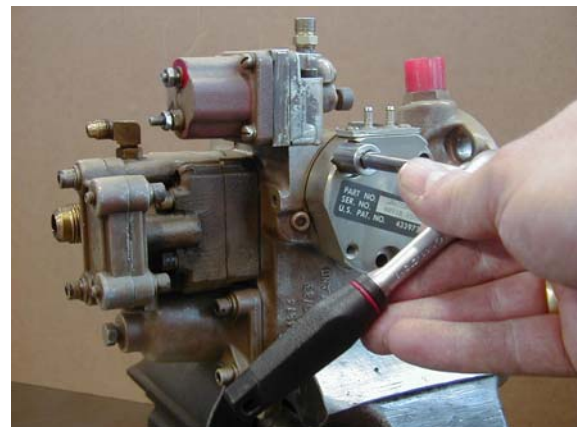


The pump is not lubricated by engine oil therefore there will be not much oil drain.

The best way to modify the pump is to clamp
The pump in to a vice, before starting work.



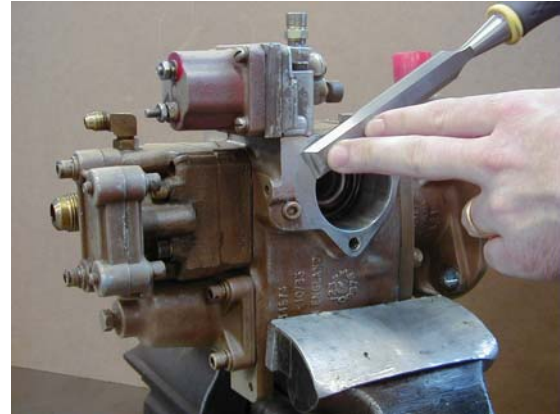
Remove the 3 mounting screws from the
EFC Actuator.



Pull the EFC Actuator out from the PT Pump.
It may be stuck due to the O-Ring, therefore
turn it during pulling out.



Clean the pump surface in case some gasket parts are still remaining. Make sure that the inside of the pump stays clean and no contaminating parts get inside.



Lift off the gasket from the EFC Actuator. This will be used for the Dummy Cover.



Preparing the EFC for the E4 Actuator

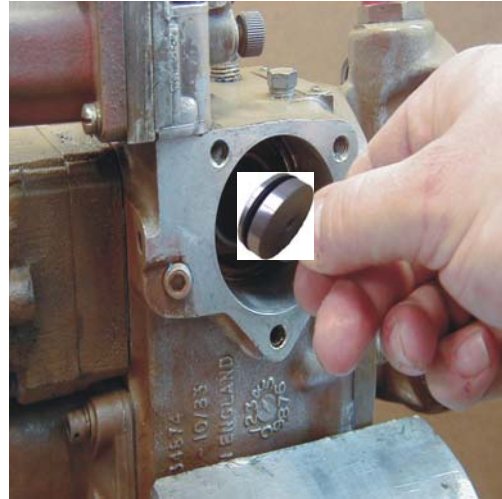
To ensure that the PT fuel pump is in open mode, an actuator dummy is needed.

**Note: This is a new type of Dummy.
For UK engine use EG-1298 \varnothing 50.5mm
For US engine use EG-2232 \varnothing 50mm**

Facing Pump



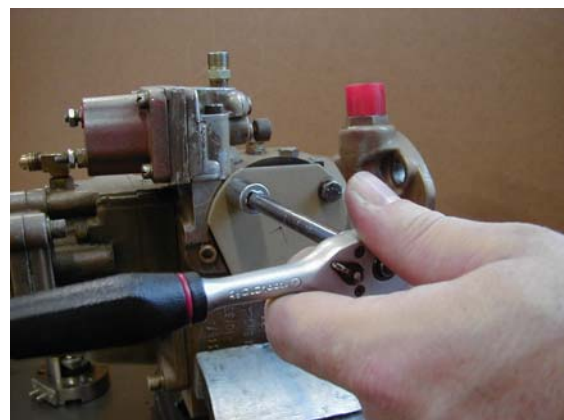
Insert the new type dummy in to the PT Fuel Pump. Push it right back until mechanical stop.



Place the gasket on to the pump.



Place the cover on the pump and mount it with the 3 screws and tighten to 25 in-lb (2.8Nm)
Cover number EG-1023



Mounting the Bracket to the Engine

The bracket is designed to mount directly on to the NT 855 Series Engine.

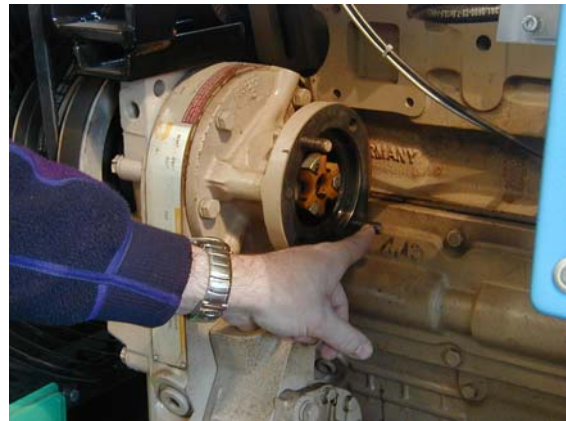
With 4 screws, thread 9/16 UNF 1 ¼, the Bracket can be mounted in already Existing holes close to the Fuel filters.

(The picture shows a bracket fixed, already with the actuator and the fuel lines mounted, plus the Fuel Pump)

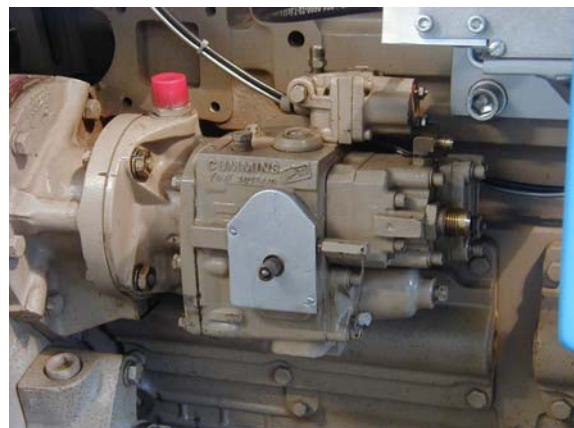


Mounting the PT Pump to the Engine

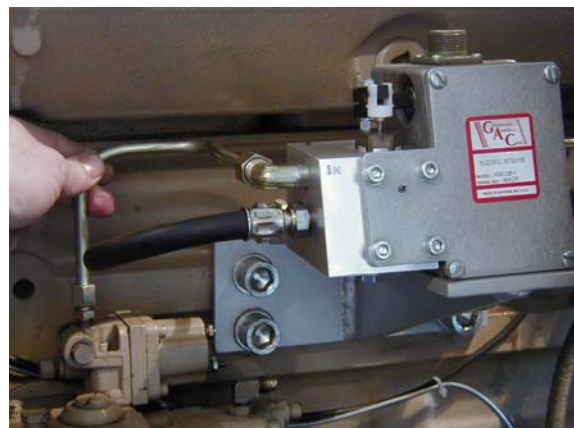
Before mounting the PT Pump to the engine Place the screws on the the mounting flange. We recommend to place all 4 screws for easier mounting.



Slide the pump in to the engine flange and tighten with all 4 screws.



Once the Actuator bracket and actuator is installed, connect the fuel line from the pump to the actuator and the line from the actuator to the rail plus the return. Refer to additional information for the fuel pipes.



To ensure that there is no back pressure
In the return pipe of the actuator, insert
the check valve in to the return.

Attention: The check valve closes in one
Direction, therefore open direction is to the
return tank so the return fuel coming from the
actuator can flow directly to the tank.
If not sure which way the valve
has to be inserted, blow through the valve
to make sure which side is open
resp. Closed.

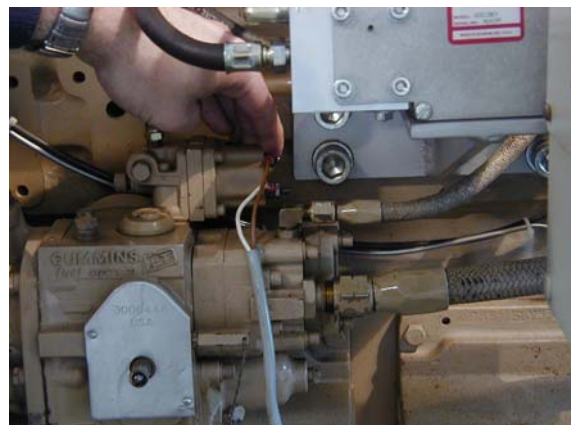


Re-assemble back the fuel line and open
the fuel supply to the filters.

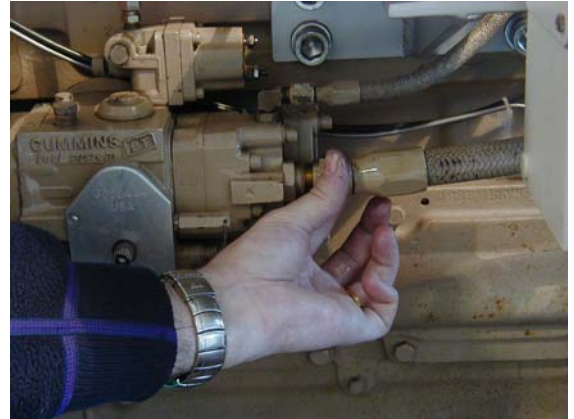


Reconnect the fuel solenoid.

Attention:
The top screw of the solenoid
Is positive.



Before starting up the engine it will be necessary to purge the fuel supply. Therefore loosen the supply pipe to the PT pump and pump the fuel through the feeding pump until fuel enters out of the supply line, then close the line again.



Basically the engine is now ready for first start up. Cranking may take longer for the first time since the PT Pump has to fill it self with fuel. Reinsure that the speed setting of the speed control is not too high. For performance setting of the speed control please refer to specific literature according the speed control.