

Reassembling Heater Unit

A defective air blower assembly or heat exchanger are to be replaced as whole units, repairs being not permissible (ref. page S TRA 36, Heat Exchanger).

Reassembly

Reassembly is accomplished in reversed order of the above, devoting attention to the following points:

1. When mounting blower unit in heat exchanger, make certain that the ventilating air intake duct lines up with the exhaust duct.
2. Slide the outside shell over blower and heat exchanger, pull electric wire for blower through the orifice provided, and insert rubber grommet.
3. Install and connect remaining components in appropriate order.
4. Contact spring in overheat switch should have a preload pressure of 70 grams, and should open at a discharge air temperature of 150 to 200°C. The contact spring cannot be readjusted and must be replaced when defective.
5. When installing the thermoswitch, care should be taken not to allow the coupling nut to rest against the outside case of the heater when tightened.
6. Before installing the safety switch, check if both coil terminals (small cylindrical case), as well as the contact surfaces are in good condition.
7. Safety switch should be adjusted after the heater has been reassembled (reference page S TRA 34, Description of Safety Switch). Repairs are not permissible.
8. Install coil and condenser. The coil may be tested in the same way as engine coils are (testing at the rate of 5000 interruptions, with spark crossing a 6 mm gap).
9. Before installing fuel nozzle, clear the permanently seated micro-filter with a blast of clean compressed air, blowing only in the direction of fuel flow.
10. Check filter insert in intermediate piece for defects in filter screen, replace if necessary.
11. When tightening couplings, it is always necessary to hold the counterpart with another wrench.
12. Nozzle spray pattern should be checked when reassembly is completed. This visual inspection is made possible by removing the spark plug and glow plug, and illuminating the diffuser wheel through the glow plug orifice. The spray pattern must fall 1 mm off center of diffuser wheel in the direction of the ventilating air blower.
13. Inspect spark plug prior to installation. Spark plug gap should be 2.5 mm. Carbon deposits must be removed from the electrode insulator by means of a brass brush or sand blasting.
14. The glow plug may be cleaned in the same way as the spark plug.
15. Install pressure regulator and fuel solenoid assembly, connect fuel lines.

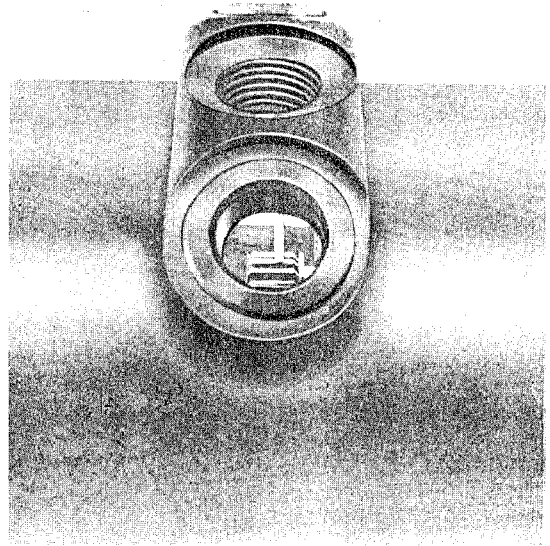


Fig. 12