

2. Check tappet length, lubricate it and put it into the guide (the flat side of the pushrod is faced towards the pump)

Engine model	Tappet guide	Tappet length
L 1700	Hard paper	50.5 mm
L 2000	Hard paper	50.5 mm
L 2400	plastic	100 mm
L 2400	brass	96 mm

3. Turn crankshaft of engine until highest elevation of tappet is reached. Fit the lower part of the pump and torque nuts (20 Nm).
4. Adjust diaphragm, fit upper part of the pump and tighten screws
5. Fit fuel pipes, tighten banjo bolts, secure with wire.
6. Open fuel valve.

Checking the fuel pressure:

Install a T-piece equipped with a pressure gage between fuel pump and carburetor(s) into the fuel pipe. Pump pressure is 0.1 to 0.15 bar for the engine models L 1700 and L 2000 and 0.15 to 0.3 bar for the engine models L 2400.

If the fuel pressure is too high this may result in an overflow of the carburetor; if the pressure is too low this may result in too lean mixture or even in destruction of the engine.

Notice:

This document has been translated to the best of our knowledge. In case of doubt, however, only the German original shall be considered as authoritative.

Subject: Mechanical fuel pump

Affected engines: All engines models:

L 1700

L 2000

L 2400

Disassembly of fuel pump

1. Close fuel valve and unscrew pipes from pump.
2. Unscrew nuts from pump flange and remove pump.
3. Pull out tappet and remove intermediate flanges with gaskets.

Assembly of fuel pump

Note: If the fuel pump has been disassembled on the engine, it is necessary to assemble it in the same way (upper and lower part separately) to achieve the correct pretension of the diaphragm.

1. Put in intermediate flanges and gaskets.
Note: the isolating flanges used on L 1700 and L 2000 series engines have a different thickness depending on the type of pump.



APG fuel pump



BCD fuel pump

Fuel pump type	Thickness of the isolating flange
APG	19.1 to 19.7 mm
BCD	16.4 to 16.9 mm