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Governor Spring Kit Installation



Spring kit as packaged



Spring kit separated

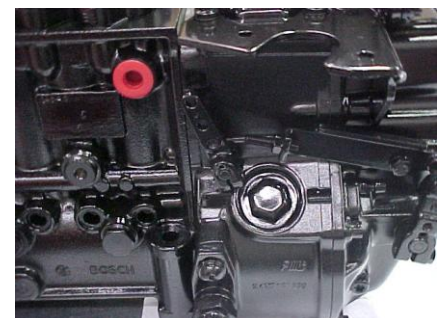
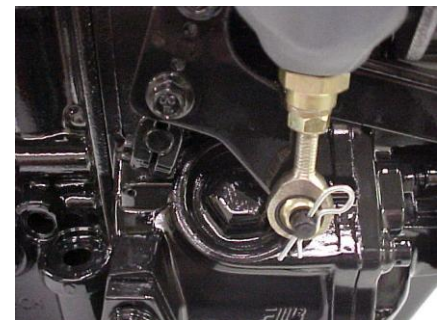
Warning

Any time you make adjustments or repairs to a diesel fuel system, you need to be prepared for an engine runaway (no governor control excessive RPM). The safest way is to have a 2 x 6 cut to length to go over the air intake at the turbocharger compressor housing or remove or brake off the fuel inlet fitting to the injection pump.

Always be prepared.

Installation

1. Park vehicle in a suitable work location, set parking brake, place automatic transmissions in park, manual transmissions in neutral, and open hood.
2. Disconnect both negative battery cables.
3. Clean engine if necessary to keep debris and foreign objects from entering engine.
4. Place fender cover or protective covering to protect paint and batteries.
5. Remove shut off solenoid. Using an **8mm wrench**, remove both bolts and cotter pin and take completely off the pump. →
6. Remove the shut off lever using an **8mm wrench** to loosen the shut off lever lock bolt. A screwdriver might be needed to pry the lever from the shaft. Take the key out of the shaft and be careful not to lose it. →

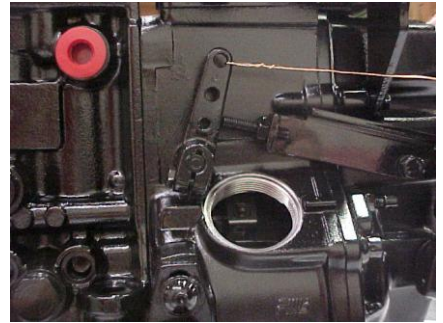


7. Using a **7/8 six point socket**, remove the access plug to springs. →

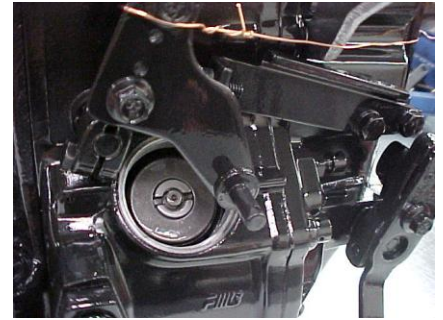


8. Reinstall the key and shut off lever.

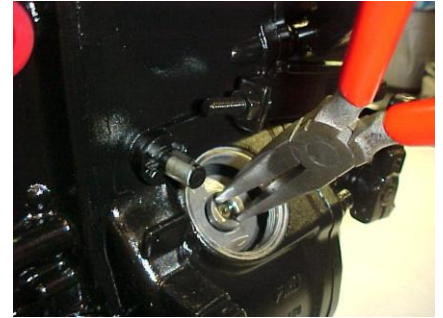
9. Hold lever in shut off position. You should tie the lever back with a piece of **wire** that will hold it with out slipping. →



10. Bar engine over till the spring pack nut is in the middle of the access hole. →



11. Use a **needle nose pliers** to turn the round nut all the way out. Remove the round nut and the upper spring seat. You will need to keep these parts for reinstallation. →



12. Place a **pick** on the weight stud. Using a **pen magnet**, remove each spring starting with the outer spring working your way down to the lower spring seat. There will be shims below the lower spring seat, leave those in the pump. →

NOTE: The pick ensures that you do not loose any of the springs or shims inside the pump.

13. You will not need to keep the springs and shims above the lower spring seat; these will be replaced by the kit.

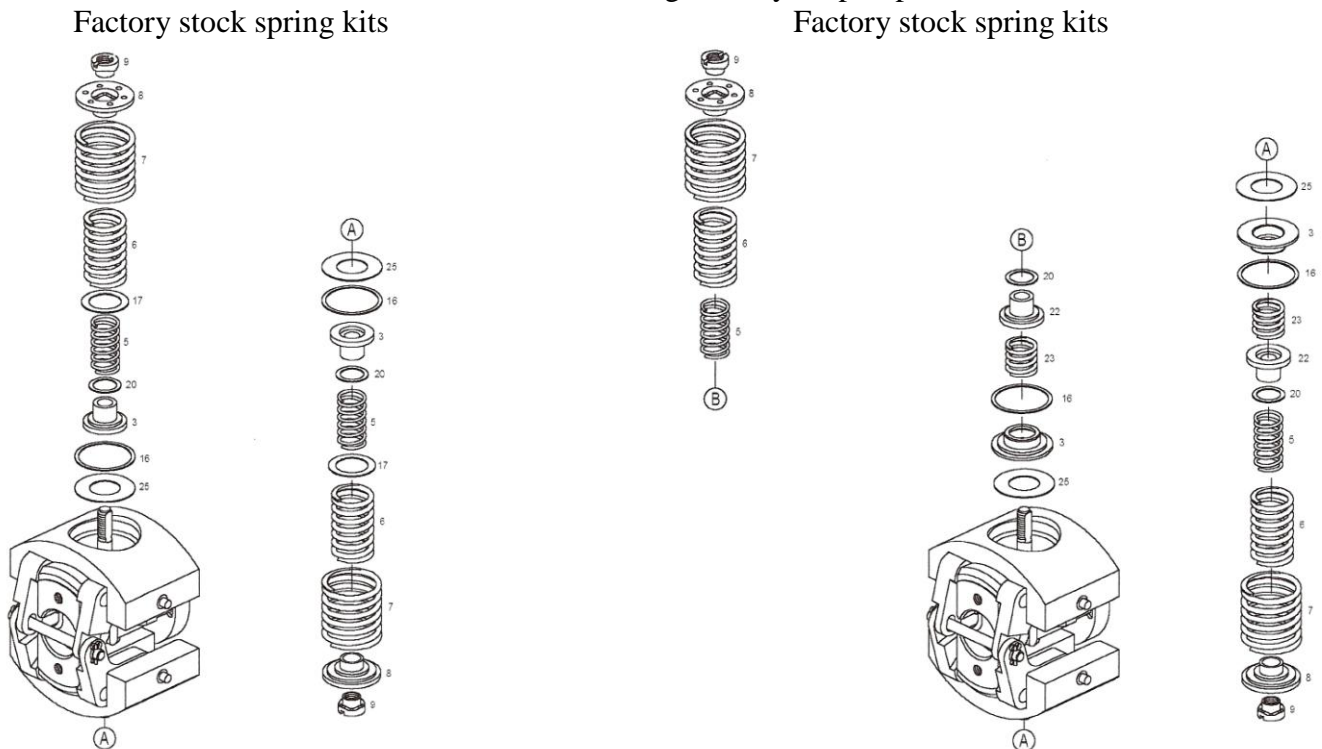


14. **MAKE SURE** you keep all the shims in place that are below the lower spring seat.

15. The spring kit is tied by **wire**. Place your **pick** all the way through the entire spring kit and remove the **wire**. Using the **pick**, drop the spring kit in to the weights. This is done to ensure you do not lose any of the shims in the spring kit.
16. Install the upper spring seat and round nut.
17. Screw in the round nut until flush with the weight stud. Using the **needle nose pliers**, turn the nut in $\frac{3}{4}$ of a turn under flush. The first side is finished.
18. Making sure the lever is in shut off position, bar the engine 1 full crankshaft revolution. This will show the second spring pack nut.
19. Repeat Steps 11 – 17.
20. Install the access plug. If needed take the shut off lever and key off again to replace the access plug. (Refer back to step 6 for the shut off lever.)
21. If you removed the shut off lever and key install these now.
22. Install the shut off solenoid and cotter key.

Other images

You could see either kit coming out of your pump.



- 9. Round Nut
- 8. Upper Spring Seat
- 16. Shim
- 25. Shim

Reinstalling: 9, 8, 16, & 25
 Replacing with kit: 7, 6, 17, 5, 20, & 3

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- 8. Upper Spring Seat
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Reinstalling: 9, 8, 16, & 25
 Replacing with Kit: 7, 6, 5, 20, 22, 23, & 3