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| **Information on adjustments** |
| **KDI 1903 M Workshop manual (Rev\_09.6)** |



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Any modifications to this document must be registered by the drafting body, by completing the following table.

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**Translated from the original manual in Italian language**

Data reported in this issue can be modified at any time by KOHLER.

Sommario

[1. TITOLO 1 2](#_Toc495648770)

[1.1. Asdfsdfsdf 2](#_Toc495648771)

[1.2. Asdfsdfsdfggg 2](#_Toc495648772)

# Information on adjustments

## Air filter check

|  |  |
| --- | --- |
| Z_importante.jpg  **Important**  * Before proceeding with operation, read  [**Par. 3.3.2**](https://iservice.lombardini.it/jsp/Template2/manuale.jsp?id=283&parent=1136) .
 |   |
| 1. Hose **A** must be completely clean and not damaged.
2. Air filter cartridge **B** and its housing **C** must be completely clean and free from impurities.
 | Fig._12.1.jpg**Fig 12.1** |

## Rubber hose and manifold control

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| --- | --- |
| Z_importante.jpg  **Important**  * Before proceeding with operation, read  [**Par. 3.3.2**](https://iservice.lombardini.it/jsp/Template2/manuale.jsp?id=283&parent=1136) .
 |   |
| The check is carried out by applying slight deflection or bending along the tube/hose and next to the hose clamps.Components must be replaced if they have clear signs of cracks, tears, cuts, leaks, or do not retain a certain degree of elasticity.
1. Check the condition of all rubber hoses **A** .
2. Check whether there are any leakages of air, water, oil or fuel next to their connections.
 | Fig._12.2.jpg**Fig 12.2**Fig._12.3.jpg**Fig 12.3** |

## Oil leak check

|  |  |
| --- | --- |
| Z_importante.jpg  **Important**  * Before proceeding with operation, read  [**Par. 3.3.2**](https://iservice.lombardini.it/jsp/Template2/manuale.jsp?id=283&parent=1136) .
 |   |
| Check that there are no leakages next to area **A** .1. Start the engine at idle speed or without a load and check whether there are any leakages next to area  **A.**

1. It is anyhow necessary to also check the seals of all main components and their surface contact, such as:- crankcase and oil seal (side 1 a PTO) - oil sump and exhaust caps

- cylinder head and its assembled components

- rocker arm cover

- Timing system carter and oil seal (side 2 a PTO) - oil dipstick housing or rod support tube.
  **NOTE:** Perform the checks described in **Points 1 and 2** periodically and during maintenance procedures.It is also necessary to check for leakages on the components that are not listed.If necessary, disassemble the components that have a leakage and investigate the possible cause.
The components must be replaced otherwise they do notguarantee their sealing. | Fig._12.4.jpg**Fig 12.4**Fig._12.5.jpg**Fig 12.5** |

## Oil pressure check

|  |  |
| --- | --- |
| 1. Insert a thermocouple instead of the oil dipstick **A** .

 1. Unscrew and remove the oil pressure switch **B** and screw on a 10 bar pressure gauge in its seat **(Fig. 12.8)** .

1. Start the engine at idle speed and without a load, check the oil pressure value according to the oil temperature **(Fig. 12.7** ).

**NOTE** : The graph in **Fig. 12.7** illustrates the pressure line with speed of 1000 Rpm.1. If the pressure values are below the values indicated in **Fig. 12.7** , check to identify the cause of the problem.

12.9.png**Fig. 12.7** | 12.6.png**Fig. 12.6**12.8.png**Fig. 12.8** |

