

Technical Bulletin

Bulletin No.: TCH-001-005

Effective Date: 11/24/76

Cancels: N/A

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Subject: **BENDIX COMPRESSORS ON CUMMINS ENGINES,
TU-FLO 500 & 600**

Ref: Cummins Service/Parts (Attached)

The attached copy of Cummins Service/Parts topics 74T5-12S1 dated 10/74 describes a design change on Cummins PT Fuel Pumps (type G). The change adds a tachometer drive to the front cover of the fuel pump. The tach drive is dependent upon oil from the compressor for lubrication, and in order to receive an adequate supply of oil, the rear oil seal on Bendix compressors used on Cummins' engines has been eliminated, and the hole in the rear compressor flange plugged.

All new and remanufactured Bendix compressors have incorporated this change for quite some time, however, as this was a running change, it is likely that distributor inventory will include some compressors with the rear oil seal and vent hole open.

In Summary:

- I. Compressors either with or without the rear oil seal may be used on engines without the tachometer drive on the P.T. Pump.
- II. Only compressors without a rear oil seal may be used on engines with the tachometer drive on the P.T. Pump.

According to Cummins, the use of compressors with a rear oil seal on engines with a tachometer drive on the P.T. Pump will result in premature failure of the tachometer drive.

Service/Parts Topics

October, 1974

No. 74T 5-12SI

File Group 5

Ref.: (A) Supplement to
Service/Parts Topic No.
74T 5-12

Front Cover Tachometer Drive (PT (Type G) Fuel Pumps)

Cummins engines equipped with Bendix-Westinghouse air compressors, that will use the PT fuel pump with front cover tachometer drive, may have to have the rear seal removed and a plug added in the coupling flange vent hole. Compressors known to require this change are listed in Table 1; most of the currently used compressors do not have a seal.

1. Remove fuel pump drive coupling from compressor and pull seal; replace drive coupling.
2. Tap vent hole in compressor coupling flange (fuel pump mounting flange) with an 8-36 NF thread tap; install plug, Part No. 181999.

Table 1: B-W Compressors Requiring Seal Removal

| Cummins Part No. | B-W Part No. | Cummins Part No. | B-W Part No. |
|---------------------|-----------------|---------------------|-----------------|
| 129416 | 229525 | 163704 | 276978 |
| 159395 | 228789 | 183427 | 279838 |
| 145812 | 275169 | 183426 | 279839 |
| 121319 | 276951 | 157298 | 276600 |
| 184108 | 280222 | 213557 | 285480 |
| 185350 | 280514 | 201666 | 282591 |
| 213331 | 283711 | 186507 | 280428 |
| 159251 | 277198 | | |

Beginning in Mid-November all Columbus manufactured PT (Type G) fuel pumps except some generator set and VS pumps will be equipped with the front cover tachometer drive. Part numbers of the front cover assemblies will not change, refer to Service/Parts Topic No. 74T 5-12 for individual parts changes within the assemblies.

Cummins

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