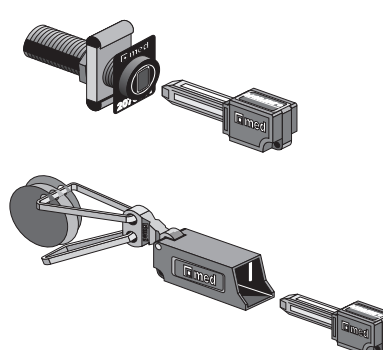


fitting-instructions

# med 62.6/A



Legend	
1. <b>med 62</b> immobiliser	22. <b>med</b> electronic key connector
2. Pump inlet hole	23. Power wire [+15] ..... (brown)
3. Spacer	24. Fuse holder
4. <b>med 62</b> eyelet union	25. [+15] extension wire ..... (brown)
5. Lock fixing lobe with hole	26. <b>med 62</b> earth wire ..... (yellow)
6. Union with fixing lock	27. Earth extension wire ..... (black)
7. Fixing lock nut	28. Cable clamp
8. Fixing lock shell	29. Diesel fuel delivery pipe
9. Lock protecting cap	30. Diesel fuel filter outlet hole
10. Lock locking screw	31. Clamp
11. Serrated washer	32. <b>med 62</b> inlet hose adapter
12. <b>med</b> lock mechanical key ..... (3 pcs)	33. Pump outlet hole
13. <b>med 62</b> drainage hose adapter	34. <b>med</b> one-way security valve
14. Drainage tube	35. <b>med</b> union for drainage
15. Clamp	36. Original over-pressure valve
16. Spring retaining plug	37. <b>M14</b> perforated bolt
17. <b>med 62</b> polarized harness connector	38. Original pump outlet pipe
18. <b>med 62</b> multipolar harness	39. <b>M8</b> perforated bolt
19. <b>med</b> electronic key ..... (3 pcs)	40. <b>M8</b> eyelet union
20. <b>med</b> key identification plate	41. Plugged hole
21. <b>med</b> key socket	42. <b>med</b> security plug

#### TECHNICAL FEATURES

Nominal voltage	:	<b>24 V</b> (nominal value)
Absorption: Stand by	:	<b>None</b> (with ignition off)
		<b>0,4 A</b> (with engine running)
Temperature range	:	<b>from - 30° C to + 100° C</b>

#### INSTRUCTIONS FOR USE

1. Fit the **med** electronic immobiliser key into the relative slit. Insert the dashboard key and wait a few seconds before starting.
2. The **med** electronic key must remain inserted for as long as the engine runs.
3. After having switched off the engine, remove the **med** electronic key in order to activate the immobiliser.

#### TESTING

1. Check that the engine does not start without the **med** electronic key inserted.
2. Check that the engine starts with the **med** electronic key inserted.
3. Check that when the engine is running, it stops (with a few seconds delay) when the **med** electronic key is removed.

#### GUARANTEE

The technical guarantee lasts one year running from the installation date and covers all parts as long as the **med** immobiliser has been installed and handled correctly. The cost of external manpower and all other charges are excluded from guarantee coverage.

**Only equipment for which the duly filled out installation card has been received shall be covered by the guarantee.**

#### IMPORTANT:

This **med** immobiliser is equipped with three electronic keys and three mechanical keys. For security reasons and protection against theft attempts, supplies of supplementary keys are **IMPOSSIBLE**. Worn out keys can be duplicated only after collection.

## FITTING INSTRUCTIONS

1. Detach the original pipe **29** that connects the diesel fuel filter **30** to the inlet hole of pump **2**. Cut it to size if it is the flexible type, otherwise replace it with one able to resist a pressure of at least 20 bar.
2. Clean the inside of the pipe by thoroughly washing and blowing it in order to eliminate all dirt or shavings.
3. Insert one end of pipe **29** into hose adapter **32** of the immobiliser, fixing it with clamp **31**. Connect the other end to the outlet of diesel fuel filter **30**.

**WARNING:** the helical part in hose adapter **32** "FACILITATES" the flow of fuel in the valve. It is NOT an obstruction.

4. Place immobiliser **1** on the inlet hole of pump **2** using the fixing lock, the washers and, if necessary, spacer **3** as indicated in the figure.

**WARNING:** the casing of the immobiliser must not touch any of the surrounding components. For dimensional purposes, the resin cast part can be turned in relation to the valve, in compliance with the following instructions: clamp lobe **5** only in the vice (NEVER EVER CLAMP THE RETAINING SURFACES of eyelet union **4**), then turn the resin part with the hands in a clockwise direction.

5. Open the fixing lock (key **12** inserted) and free nut **7** from shell **8**. FULLY TIGHTEN the immobiliser on to the pump, setting one side of the nut parallel to the milling on lobe **5**.
6. Lower shell **8** of the lock, lock it in place by turning mechanical key **12** and fix to the clamp lobe through the screw **10** and the serrated washer **11**. Remove mechanical key **12** from the lock and cover it with protective cap **9**.
7. If the pump has an additional unused outlet **41**, substitute the original plug with security plug **42**: figure **X**.
8. Remove pump outlet pipe **38** and the original over-pressure valve **36** from hole **33**, screwing on one-way security valve **34** in its place.

**WARNING:** ALWAYS fit the original over-pressure valve **36** on to security valve **34** and drainage tube **14** to a free outlet leading to the tank (without intermediate valves), in compliance with one of the following schemes:

- **A - Vehicle with ONE single over-pressure valve of the chamfered type with free outlet leading to the tank:** tighten union **35** on to security valve **34** by means of original over-pressure valve **36**. Connect the pump outlet pipe **38** to union **35**, using perforated bolt **37**. Connect drainage tube **14** between the hose adapter **13** of the immobiliser **1** and union **35**, using eyelet union **40**, bolt **39** and clamps **15**: figure **A**.

- **B - vehicle with ONE single telescopic over-pressure valve with free outlet leading to the tank:** comply with the procedure indicated in the previous point: figure **B**.
- **C - Vehicle with TWO over-pressure valves on the outlet pipe leading to the tank:** eg. IVECO EUROCARGO, EUROSTAR and EUROTRUKKER trucks.

In this case, drainage tube **14** must NOT be connected to the pump outlet and union **35** is not used. Screw over-pressure valve **36** on to security valve **34** with pump outlet pipe **38** in between.

Connect drainage tube **14** between the hose adapter of immobiliser **13** and an uncluttered point of the original outlet system (without intermediate valves), leading to the tank.

9. Fit polarized connector **17** of the immobiliser harness into the socket of immobiliser **1**, complying with the polarities and locking it in position with the two springs **16**.
10. Conduct a preliminary test to check the system by engaging the **med** key socket **21** on to connector **22** and temporarily grounding yellow wire **26** by means of black extension wire **27** and brown wire **23** to a permanent [+15] start-up wire, using fuse holder **24** and extension **25** (see TESTING and INSTRUCTIONS FOR USE).
11. If the result of the previous test is positive, install and fix harness **18** along the most appropriate route in order to reach **med** key socket **21**. Avoid hot parts or routes which could damage the harness or its connector. Lock pipe **29** in clamp **28**.
12. Mount **med** key socket **21** on the dashboard, leaving identification plate **20** visible and inserting connector **22** at the rear.
13. Connect yellow grounding wire **26** to a reliable grounding point, possibly a special contact preset by the vehicle manufacturer, using extension **27** and an adequate terminal.
14. Connect brown wire **23** to a permanent [+15] start-up wire, by means of fuse holder **24** and extension **25**.

### WARNING:

- **SUBSTITUTE** and **ALWAYS FIT SUITABLE WASHERS**
- **REPLACE THE** Diesel fuel **FILTERS** **NEVER EVER** lubricate the **LOCK**
- **PROTECT ALL ACCESSIBLE HOLES** of the injection **PUMP** with lock, valve and security plug of adequate thread.

