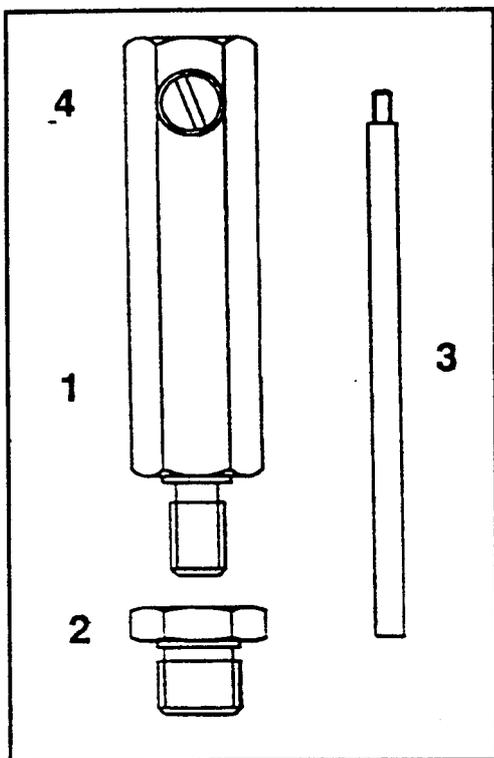


BOSCH ROTARY DIESEL INJECTION PUMP



STANDARD PARTS LIST

- | | | |
|----|---------|--------------------|
| 1. | VS108/1 | Dial Gauge Adaptor |
| 2. | VS107/2 | Thread Adaptor |
| 3. | VS108/3 | Indicator Pin |
| 4. | VS107/4 | Slotted Thumbscrew |

Applications

BOSCH:	Type VE & EPVE Rotary Diesel Fuel Injection Pump
DIESEL KIKI:	Type VE Rotary Diesel Fuel Injection Pump
NIPPONDENCO:	Type VE Rotary Diesel Fuel Injection Pump

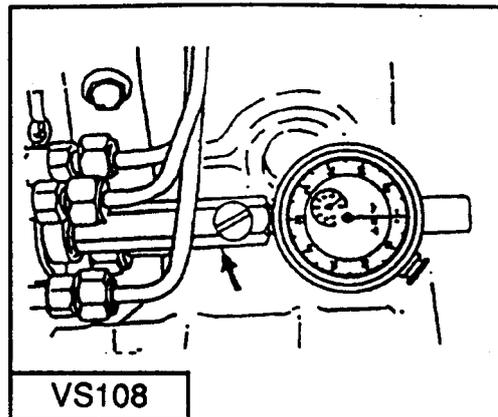
Introduction

VS108 is used together with gauge AK9634M to check and set the fuel injection pump timing by indicating the exact point of travel of the high pressure pump element at a static TDC position for the piston on its ignition stroke. On Peugeot XUD engines the piston is positioned at a specified distance before TDC which must be set with the piston travel adaptor VS109.

INSTRUCTIONS FOR USE

VS108 Fuel Pump Timing Tool

Locate service port, clean and remove the blanking plug. Insert dial indicator gauge into adaptor and screw into service port. Ensure the timing tool is in contact with the injection pump plunger by pre-loading the dial indicator, this is shown on the minor scale of the dial indicator. Turn the engine against the normal direction of rotation until the dial indicator needle stops moving, ensure the dial indicator still has a pre-load of at least 1mm then zero the dial. Turn the engine in the normal direction of rotation to the static timing point and compare the dial indicator reading against the manufacturer's timing data.



VS108

Important

The following vehicles fitted with Peugeot XUD engines must be set using the piston travel adaptor VS109 in conjunction with AK9634M to give the specified piston position before TDC.

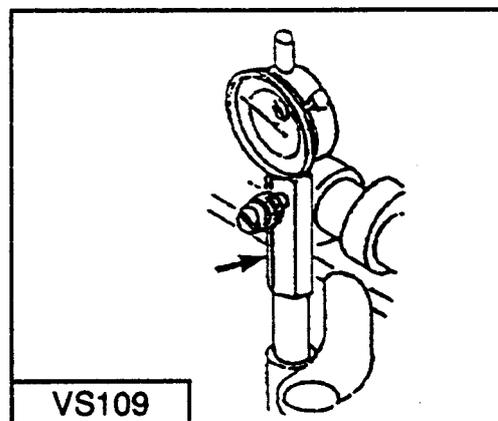
CITROEN: Visa 17D, CISD, BX17D, 19D, C25D, XM2.2D, 2.1TD

PEUGEOT: 205 1.7/1.9, 309 1.7/1.9, 405D, 405D, Turbo, 605D, 605TD.

ROVER: 218SD, 218/418SLD Turbo, 418GSD Turbo.

VS109 Piston Travel Adaptor

The use of the piston travel adaptor in conjunction with either of the fuel pump timing tools is required to set the fuel pump timing on certain engines in a position before top dead centre. Set the engine to top dead centre (TDC) on the correct cylinder for the fuel pump timing. Remove the cylinder head blanking plug and fit the travel adaptor and gauge, pre-load the dial indicator on minor scale and zero the gauge. Follow the instructions and fit the fuel injection pump timing tools. Turn the engine against the normal direction of rotation until the injection pump timing gauge stops moving. Check that both dial indicator gauges still have a pre-load of at least 1mm then zero the gauges. Rotate the engine in the normal direction of rotation to the point of injection as specified by the manufacturer's data. This will be indicated by the piston travel adaptor. Compare the dial indicator reading on the fuel injection pump with the manufacturer's timing data and adjust if necessary.



VS109



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