

DIESEL INJECTION SYSTEM PRIMING DEVICE

1. INTRODUCTION & APPLICATIONS

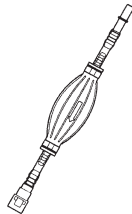
1.1. INTRODUCTION

The VP44 diesel injection pump, as used on certain Vauxhall engines, does not have a lift pump and, therefore, bleeding/priming the fuel system requires an external device - VS055.

Whenever the fuel system is disturbed, the fuel tank drained, or the fuel filter drained or replaced, the system must be primed using VS055 to allow the engine to restart.

1.2. APPLICATIONS

Vauxhall 2.0Di/2.2Di engines (X20DTL/X20DTH/X22DTH).



2. SAFETY INSTRUCTIONS

- p **WARNING!** Ensure Health and Safety, local authority, and general workshop practice regulations are adhered to when using tools.
- 7 **DO NOT** use tools if damaged.
- 3 Maintain tools in good and clean condition for best and safest performance.
- 3 If the vehicle to be worked on is raised, ensure that it is adequately supported with axle stands or ramps and chocks.
- 3 Wear approved eye protection. A full range of personal safety equipment is available from your Sealey dealer.
- 3 Wear suitable clothing to avoid snagging. Do not wear jewellery and tie back long hair.
- 3 Account for all tools, locking bolts, pins and parts being used and do not leave them on or near the engine.
- 3 **IMPORTANT: Always** refer to the vehicle manufacturer's service instructions, or a proprietary manual, to establish the current procedure and data. These instructions are provided as a guide only.
- p **WARNING!** Ensure that any spilt fuel is cleaned up immediately.

3. INSTRUCTIONS FOR USE

- 3.1. Disconnect fuel pipe, filter-to-injection pump, at filter head coupling - use VS045 Fuel Hose Disconnect Tool.
- 3.2. The coupling locking clip will be on the male connection (fig. 1.A). Carefully remove clip and re-install into the female connection (fig. 1.B).
- 3.3. Connect VS055 between the filter head and the pipe (fig. 1) ensuring that both couplers 'snap' securely together making leak-proof connections. Note that the arrow on the hand pump **must** point in the direction of normal fuel flow.
- 3.4. Squeeze and release the hand pump a number of times, checking the transparent lines either side of the pump for fuel flow and air bubbles. Stop when the hand pump becomes difficult to squeeze, indicating that the line to the injection pump is fully primed.
- 3.5. Crank the engine until it starts (5-10 seconds). If engine does not start or starts and cuts out, loosen fuel feed pipe union - the small banjo - on the injection pump and squeeze and release hand pump a few times until all the air is expelled from the pipe. Tighten banjo union and start the engine.
- 3.6. Stop the engine and disconnect VS055 from fuel line and filter head. Remove the two locking clips from the male connectors (fig. 1.A & C) and re-install into female connectors (fig. 1.B & D), as in 3.2.
- 3.7. Re-connect fuel pipe to filter head. Re-start the engine and check all disturbed connections for fuel leakage.

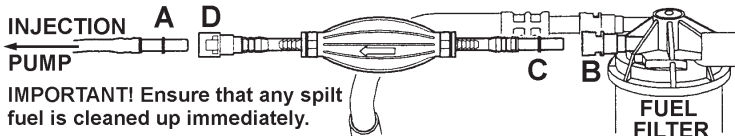


fig. 1

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