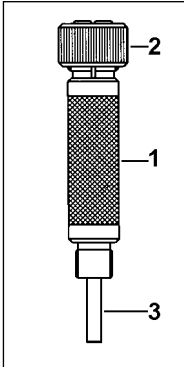


VS1070

DIESEL INJECTION PUMP TIMING ADAPTOR - M10 SERVICE PORTS



| STANDARD PARTS LIST | | |
|---------------------|----------|---------------|
| 1 | VS1070/1 | Main Body |
| 2 | VS1070/2 | Clamp Nut |
| 3 | VS1070/3 | Indicator Pin |

INTRODUCTION

VS1070 Adaptor is used in conjunction with AK9634M Dial Test Indicator to determine the correct static timing of Bosch Rotary Injection Pumps having M10 service ports. The service port is located in the centre of the end plate of the pump from which the fuel line connections emerge. The VS1070 Adaptor is screwed into the service port and the DTI fitted to allow indication of the exact point of travel of the high pressure pump element at a static TDC position.

1. APPLICATION DETAILS

1.2. APPLICATION

Bosch: Rotary diesel fuel injection pump with M10 service port as fitted in **Ford Transit, VW/Audi (Tdi), Volvo 850 and Renault (latest 1.9Di).**

1.3. USE PRODUCT WITH THE FOLLOWING TOOLS

Dial Test IndicatorAK9634M

1.4. ASSOCIATED TOOLS & APPLICATIONS

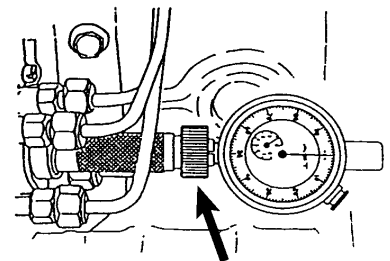
Bosch Inj. Pump Timing Adaptors - for M8/M12 Service PortsVS107 & VS108
CAV/Rotodiesel Inj. Pump Timing KitVS110
Combined Bosch/CAV/Rotodiesel Inj. Pump Timing KitVS1131

2. SAFETY INSTRUCTIONS

- WARNING!** Ensure all health and safety, local authority, and general workshop practice regulations are strictly adhered to when using tools.
- DO NOT use tools if damaged.
- Maintain tools in good and clean condition for best and safest performance.
- If required, ensure the vehicle to be worked on is adequately supported with axle stands, ramps and chocks.
- Wear approved eye protection. A full range of personal safety equipment is available from your Sealey dealer.
- Wear suitable clothing to avoid snagging. Do not wear jewellery and tie back long hair.
- Account for all tools, locking bolts, pins and parts being used and do not leave them in or near the engine.
- WARNING!** Incorrect or out of phase camshaft timing can result in contact between the valve head and the piston crown causing possible damage to the engine. Incorrect injection pump timing may cause excessive smoke emissions, poor starting and a low output of power.
- WARNING!** Always refer to the vehicle manufacturer's service instructions, or proprietary manual to establish the current procedure and data. These instructions for use are provided as a guide only.

3. INSTRUCTIONS FOR USE

- 3.1. Locate service port, clean and remove blanking plug.
- 3.2. Unscrew plunger end off DTI gauge and screw the Indicator Pin VS1070/3 in its place. Ensure Pin threads fully up to its shoulders in DTI.
- 3.3. Insert dial test indicator into VS1070 Adaptor Main Body with Clamp Nut only slightly tightened. Screw the Adaptor into the pump service port.
- 3.4. Ensure the indicator pin is initially in contact with the injection pump plunger by pre-loading the DTI and then securing the clamp nut. Turn the engine against the normal direction of rotation until the pump plunger moves away and the DTI needle stops moving. Ensure the DTI still has a pre-load of at least 1mm. (shown on the minor scale) and ZERO the dial.
- 3.5. Turn the engine in the normal direction of rotation to its static timing point and compare the dial test indicator reading with the manufacturer's timing data, remembering to allow for the pre-load.



NOTE: It is our policy to continually improve products and as such we reserve the right to alter data, specifications and component parts without prior notice.
IMPORTANT: No liability is accepted for incorrect use of product. **WARRANTY:** Guarantee is 12 months from purchase date, proof of which will be required for any claim. **INFORMATION:** Call us for a copy of our latest catalogue on 01284 757525 and leave your full name and address including your postcode.