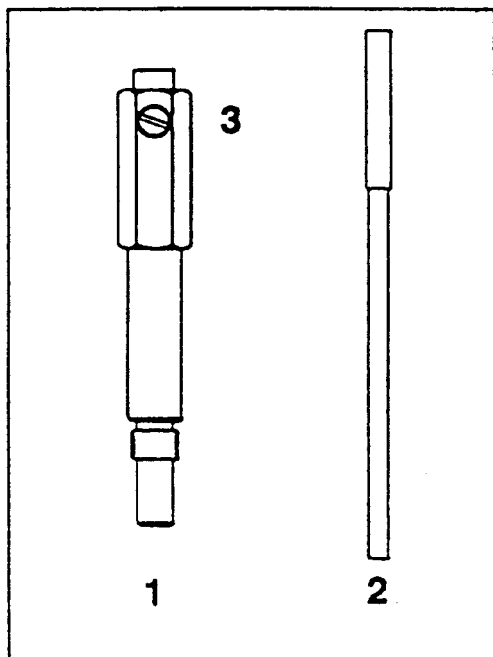


XUD DIESEL ENGINES CITROEN, PEUGEOT, ROVER



STANDARD PARTS LIST

- | | | |
|----|---------|--------------------|
| 1. | VS109/1 | Adaptor Body |
| 2. | VS109/2 | Indicator Pin |
| 3. | VS109/3 | Slotted Thumbscrew |

VS109 Piston Travel Adaptor

CITROEN: Visa 17D, BX17D/TD, BX19D, ZX1.9D/TD,
 Xantia 1.9D/TD, C15D, XM 2.1/2.2D/DT

PEUGEOT: 205 1.7/1.9D, 305 1.7/1.9D, 306 1.8/1.9D/DT, 405 1.8TD, 405 1.9D,
 Talbot Horizon/Solara 1.9D, J5/Talbot Express 1.9D,
 605D/TD, 806 1.9D, Expert 1.9D

ROVER: 218SD, 218/418 D Turbo

Introduction

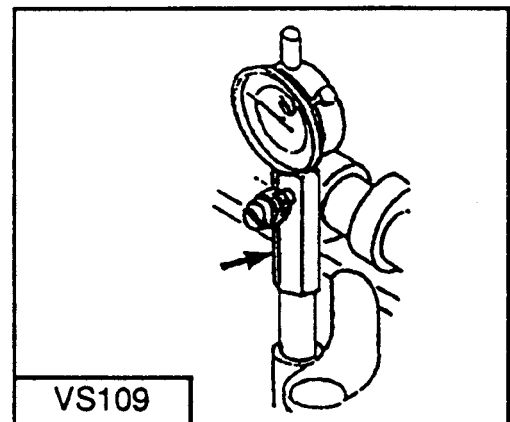
Fuel injection pump timing is checked and set with tools such as VS107 and VS108 which indicate the exact point of travel of the high pressure pump element at a static TDC position for the piston on its ignition stroke.

On Peugeot XUD engines the pump is set with the piston at a specified distance before TDC, which must be set with piston travel adaptor VS109 and gauge AK9634M.

Instructions for use

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.



VS107 & VS108 Fuel Pump Timing Tools

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.

