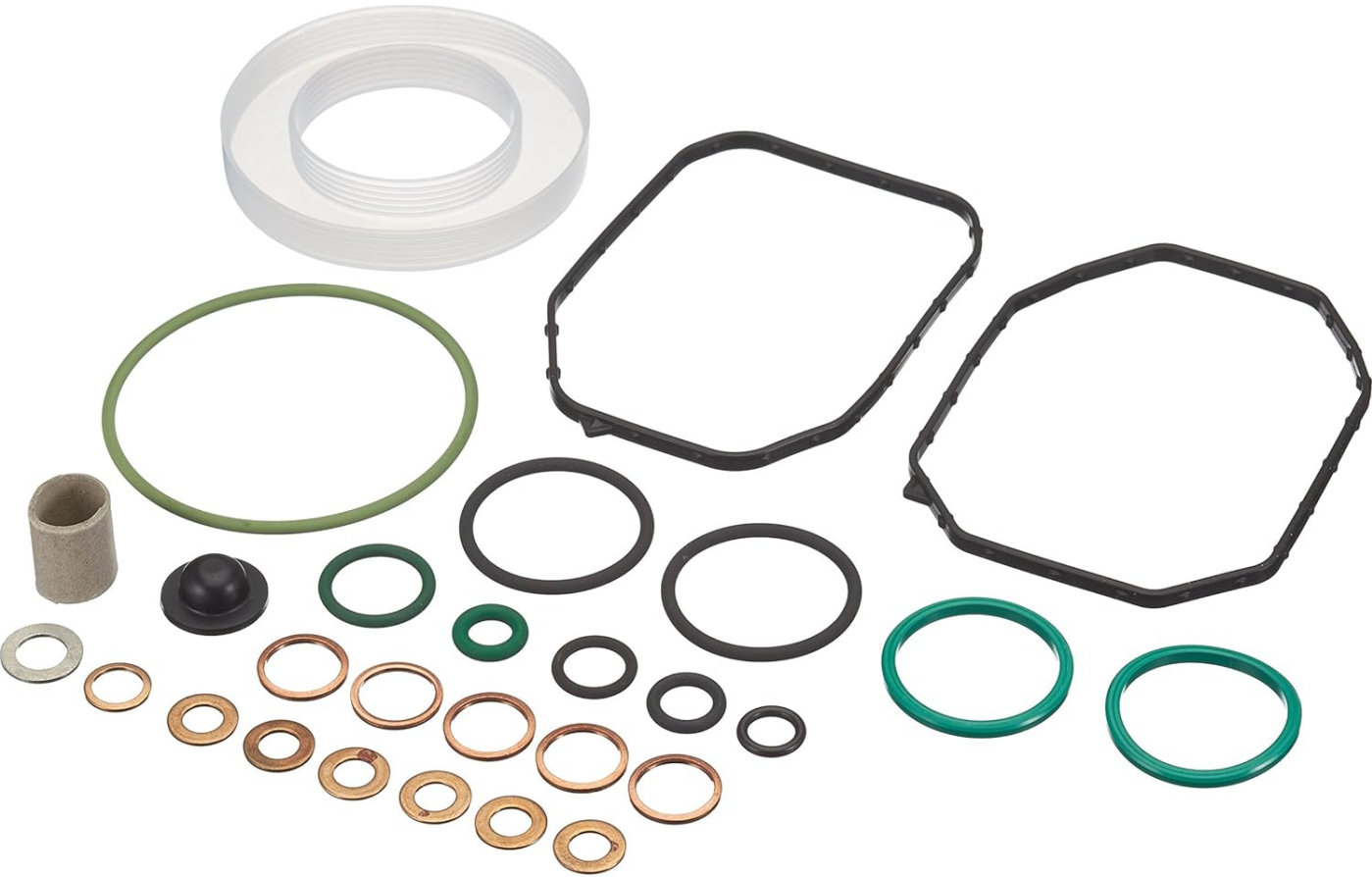


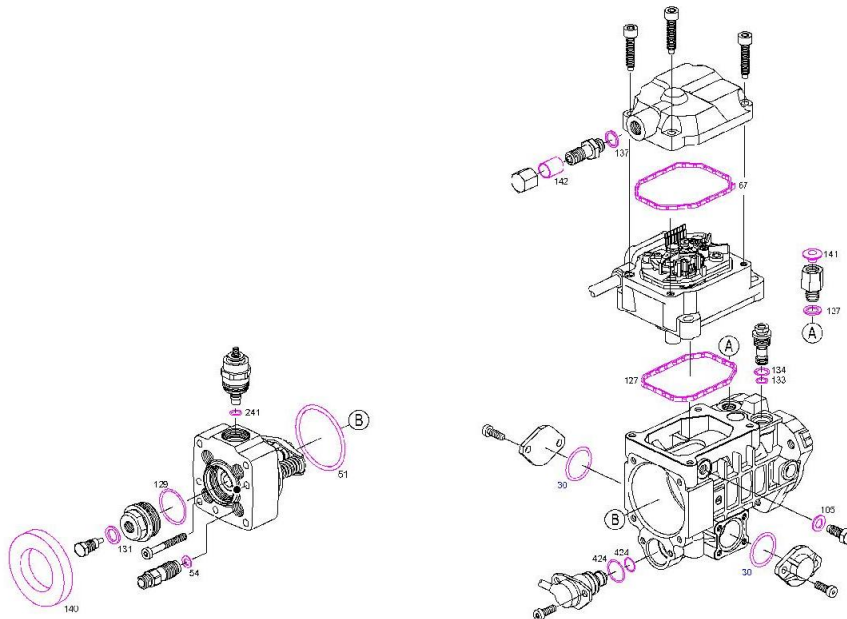
# BOSCH VP36 EDC INJECTION PUMP

## Seal kit



## Pièces détachées

Produit 2 467 010 003 - Kit de pièces, pompe d'injection



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Part Number	Brand	Link	Price	Description
2467010003	BOSCH	<a href="#">Autodoc</a>	£13.49 (18/02/2026)	BOSCH VP36 EDC PUMP SEAL KIT
2467010003	BOSCH	<a href="#">Amazon UK</a>	£21.66 (18/02/2026)	BOSCH VP36 EDC PUMP SEAL KIT
2467010003	BOSCH	<a href="#">ebay UK</a>	Various (18/02/2026)	BOSCH VP36 EDC PUMP SEAL KIT
2467010003	BOSCH	<a href="#">ebay Germany</a>	Various (18/02/2026)	BOSCH VP36 EDC PUMP SEAL KIT

# Parts

## Injection quantity solenoid

Part Number	Brand	Description
0281002131	BOSCH	Commencement of injection valve (Advance/Retard Solenoid)



## Tools

DTI Adapter / Bosch VE Pump / M10 (The best one you can buy)

VW Part No	3133; VW3133
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brickwerks.co.uk

Press the picture to purchase

DTI Gauge + Cam TDC Tool (Needs to be small to do job on car)

# Product parameters



## Diesel fuel pump timing setting

Dial gauge size:	10.5*5.8/5.3*2.4cm
Dial gauge extension:	11.8*4*0.4cm
Dial gauge adapter:	8.2*1.6*1.6cm
Cylinder length:	6cm
Injection pump nail:	8.5cm
Ball kit:	7.9*2.2*2.5cm

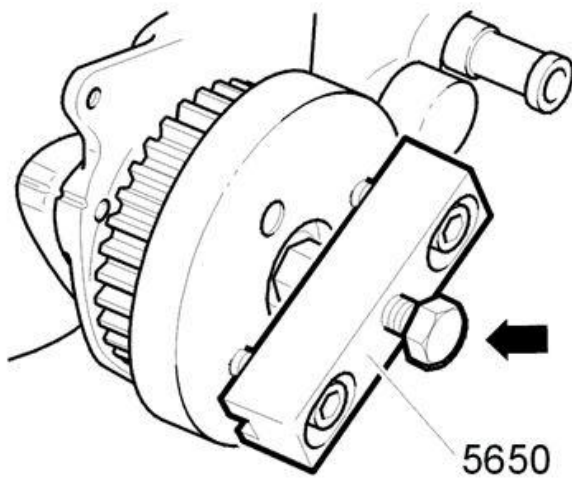
Press the picture to purchase

## Torque Specs

Torque Spec	Bolt/Nut
20Nm	Camshaft Caps
20Nm	Injection Pump Dynamic Tensioner

40Nm	Injection Pump Static Tensioner
12.5Nm	Injection Pump Lock screw with shim
30Nm	Injection pump lock screw
20Nm	Injection Pump seal plug
45Nm	Timing Gear Injection Pump
160Nm	Camshaft Pulley Injection Pump side

## Pump Removal



Disconnect connector for fuel injection pump from bracket.

### Removing timing gear pulley fuel - injection pump

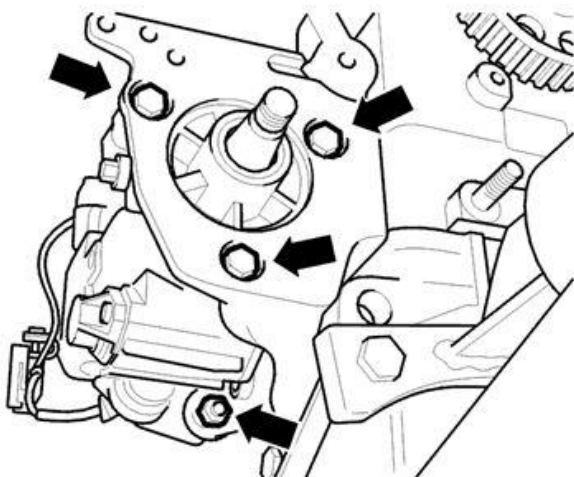
Slacken off the center nut on the fuel injection pump timing gear pulley. Use counterhold [999 5644](#) .  
Install puller [999 5650](#) and screw two screws into the threaded holes on the fuel injection pump pulley.  
Remove the pulley from the shaft with a light hammer blow to the center of the puller center bolt.  
Remove the fuel injection pump pulley.  
Note the woodruff key.

### Removing fuel injection pump

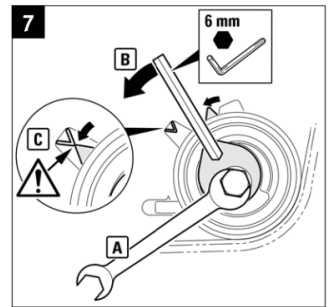
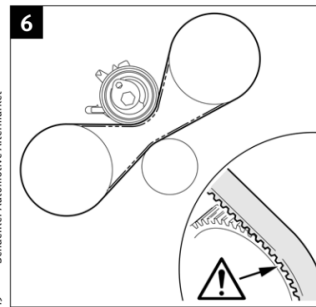
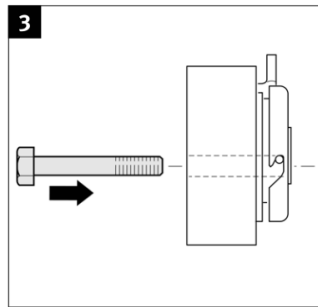
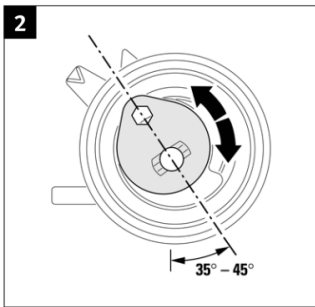
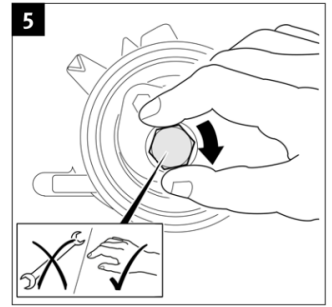
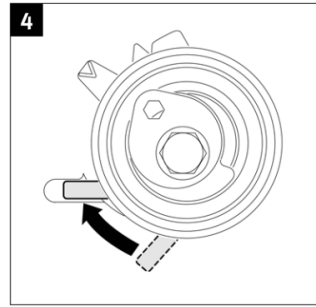
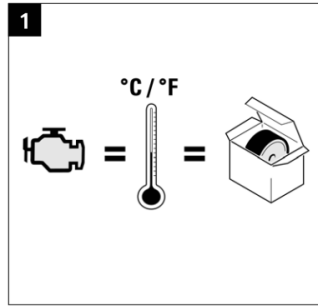
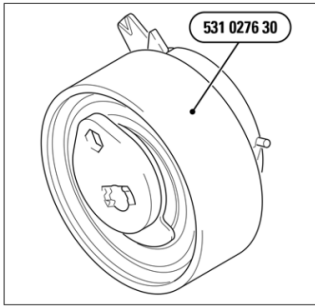
Remove the 3 screws and screw and nut retaining the pump.

Remove:

- fuel injection pump.
- fuel injection pump bracket.
- glow plugs using 10 mm long socket.

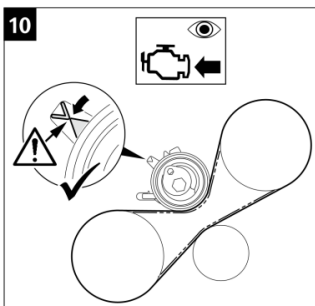
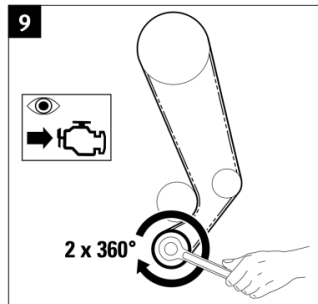
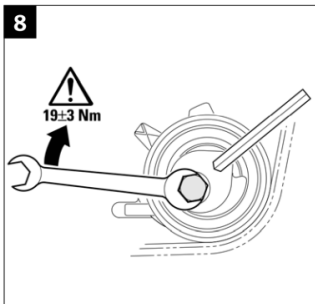


## INA Tension Guide



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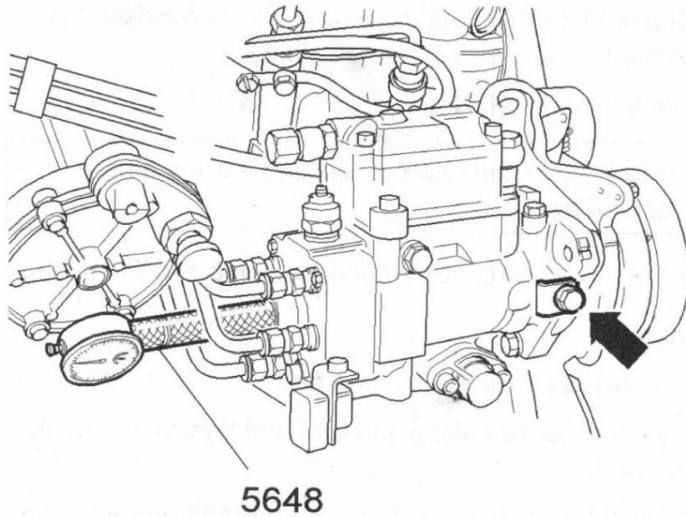
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# Setting initial pump timing

Please follow the steps below to set up the initial pump timing.

## Install Dial Gauge



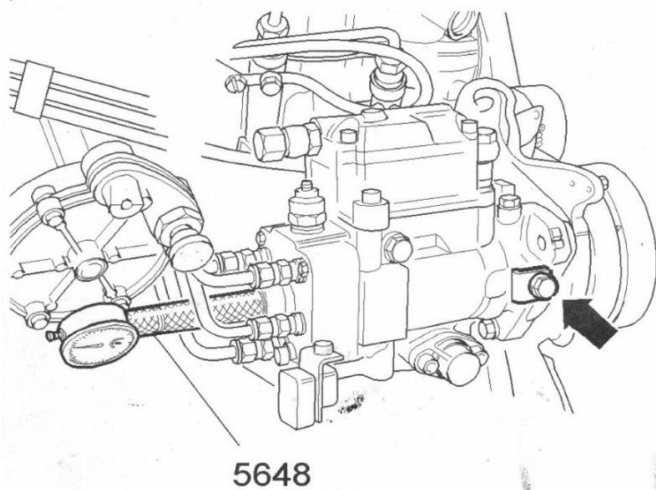
### Install dial gauge

Remove the sealing plug.

#### Install:

- dial gauge with adapter 999 5648, as illustrated.
- Set the dial gauge for half measurement range.

## Setting Zero



### Setting zero

- Set dial gauge to 0 by turning the dial face.  
Turn the pump pulley backwards and forwards using a ring wrench: NV21, or counterhold 999 5644.  
The dial on the dial gauge should remain on zero if the pump piston bottom dead center has been reached.  
Then turn the camshaft pump pulley **in the direction of engine rotation** until the dial gauge displays  **$0.25 \pm 0.02$  mm**.  
Hold the pump pulley and lock the pump with the locking screw.  
Tighten the locking screw to **30 Nm**.  
Check that dial gauge is still displaying  **$0.25 \pm 0.02$  mm**.

## Installing Static Tensioner

**Installing link pulley**

**Check** that the linking pulley indicator is opposite the flange for the cylinder head contour.

Tighten nut to **40 Nm**.

**Note!** Check the rotation direction if using a used toothed belt.

Position the pump belt around the pump and link pulleys.

**Install:**

- camshaft pulley with pump belt.

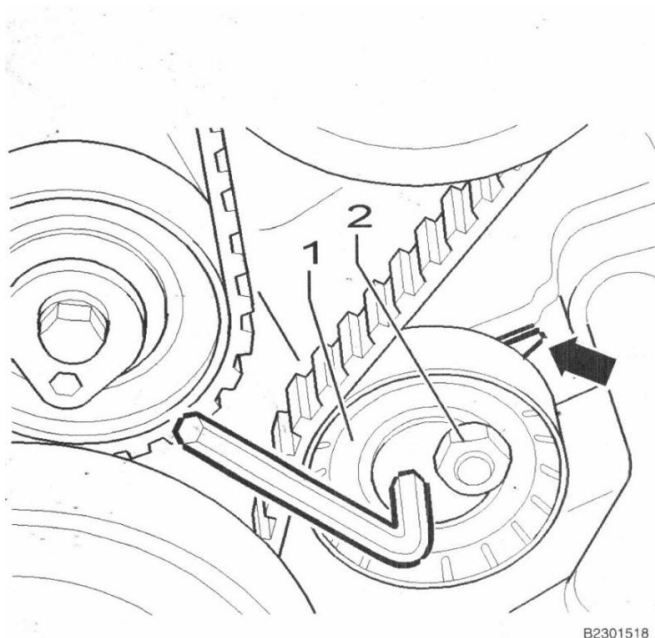
Lubricate screw mating surfaces and tighten the screw by hand.

It should be possible to turn the camshaft pulley on the camshaft.

**Install:**

- tension pulley.

Check that the pump belt has meshed with the timing gear pulley.



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## Installing Dynamic Tensioner

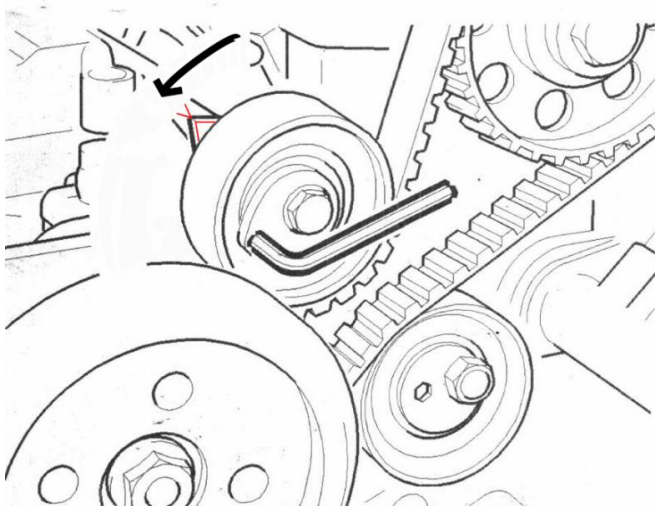
**Adjust belt tension**

Adjust belt tension by turning the eccentric hub counter-clockwise until arrows are opposite each other, as illustrated. This must be performed with the engine at ambient temperature, not at operating temperature.

Secure tension pulley with bolt. Tighten to **20Nm**.

Tighten camshaft pulley bolt to **160Nm**

Use counterhold 999 5644



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## Check and Adjust

## Check and adjust

Slacken off blocking screw so that the pump pulley can move freely.

Turn the crankshaft 2 revolutions so that exact top dead center (TDC) is obtained.

Check dial gauge reading.

If the dial gauge displays a value other than: **0.25 - 0.30 mm** a new adjustment should be carried out.

Slacken off the camshaft pulley mounting screw slightly and adjust the measured value by using the counterhold 999 5644 turn the **camshaft pulley** until the correct value is obtained and then secure the camshaft pulley.

Check the setting by turning the crankshaft 2 revolutions in the direction of engine rotation as above.

Repeat until the correct reading is obtained.

Slacken off pump securing screw so that the shim can be installed.

Install the shim and tighten to **12.5 Nm**.

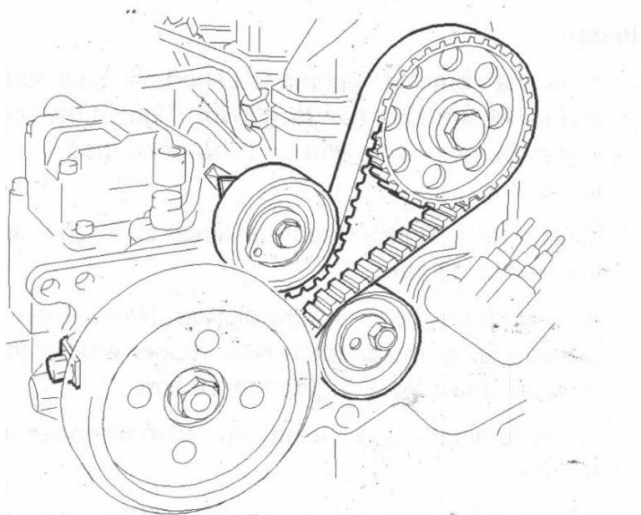
Tighten the camshaft pulley screw to **160 Nm**.

Recheck the belt tension and adjust if necessary.

Tighten the screw to **20 Nm**.

Remove dial gauge and adapter.

Install sealing plug and tighten to **20 Nm**.



B2301520

Revision #13

Created 2025-06-21 17:21:55 UTC by Kyle Robertson

Updated 2026-02-18 22:33:16 UTC by Kyle Robertson