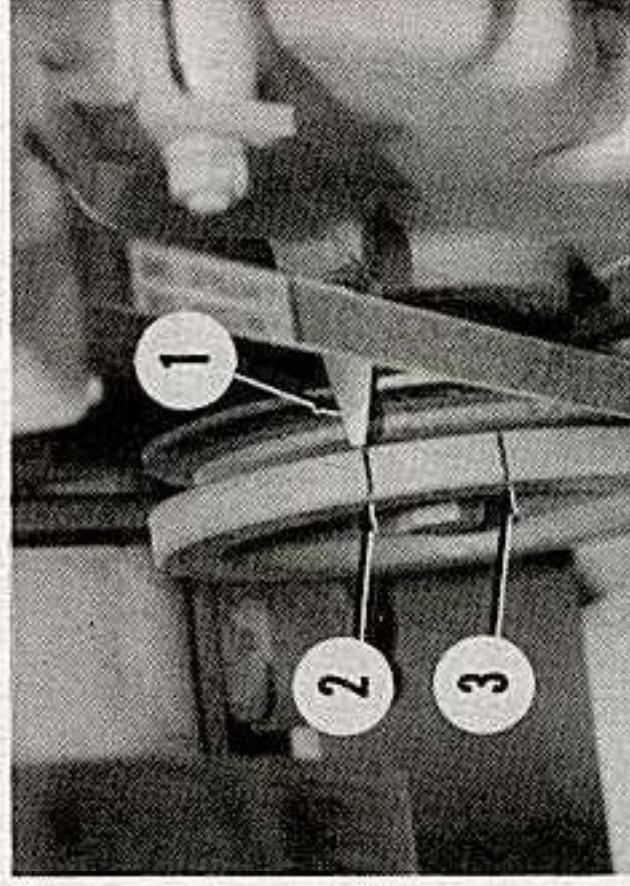


camshaft, timing gears or timing gear case. Timing is adjusted by changing thickness of shims located between injection pump and timing gear case or cylinder block mounting surface.

To check pump timing, shut off fuel supply to pump. Disconnect injector line from front fitting (delivery valve holder) on pump. Remove delivery valve holder, delivery valve and spring (Fig. 115). Reinstall delivery valve holder and tighten snugly.

Rotate crankshaft clockwise until No. 1 piston is on compression stroke and TDC mark (2—Fig. 116) on crankshaft pulley is aligned with timing pointer (1). Then, turn crankshaft counterclockwise approximately 30°. Turn on fuel supply to pump and note that fuel should be flowing from No. 1 delivery valve holder. Slowly turn crankshaft clock-

**Fig. 115—Exploded view of delivery valve assembly typical of 1100, 1110, 1200 and 1300 models. Other models are similar.**



**Fig. 116—View of timing pointer (1) and crankshaft pulley showing top dead center timing mark (2) and start of injection timing mark (3).**