

Checking for internal leaks



Note

The tandem pump must be checked for internal leaks between fuel side and oil side after reinstalling a used tandem pump, e.g. after renewing or repairing the cylinder head and/or when installing a new short engine. In the event of a leak, it is possible for the fuel to mix with the oil which may cause engine damage.

Special tools and workshop equipment required

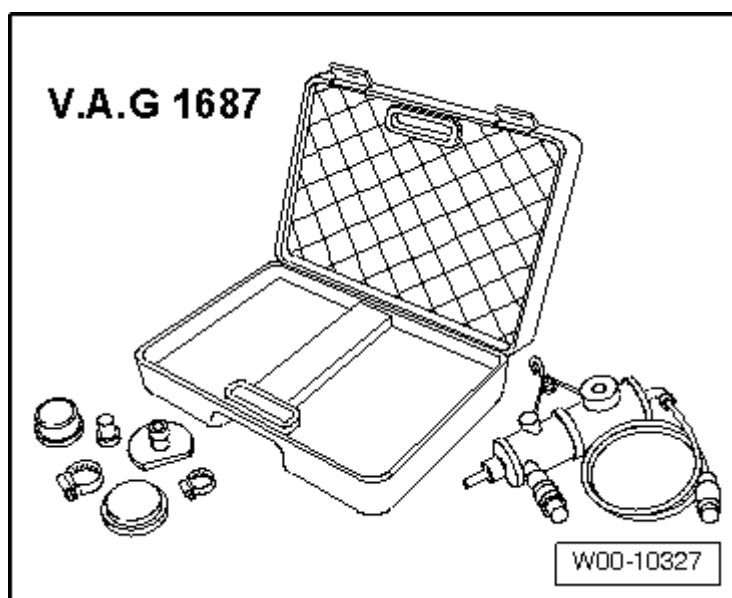
- ◆ Charge air system tester -V.A.G 1687-

Procedure

- Detach fuel supply hose (white marking) and fuel return hose (blue marking) from tandem pump.
- Seal fuel return connection on tandem pump with blind plug. Secure blind plug with spring-type clip.

Prepare charge air system tester -V.A.G 1687- as follows:

- Unscrew pressure control valve -2- completely and close valves -3- and -4-.

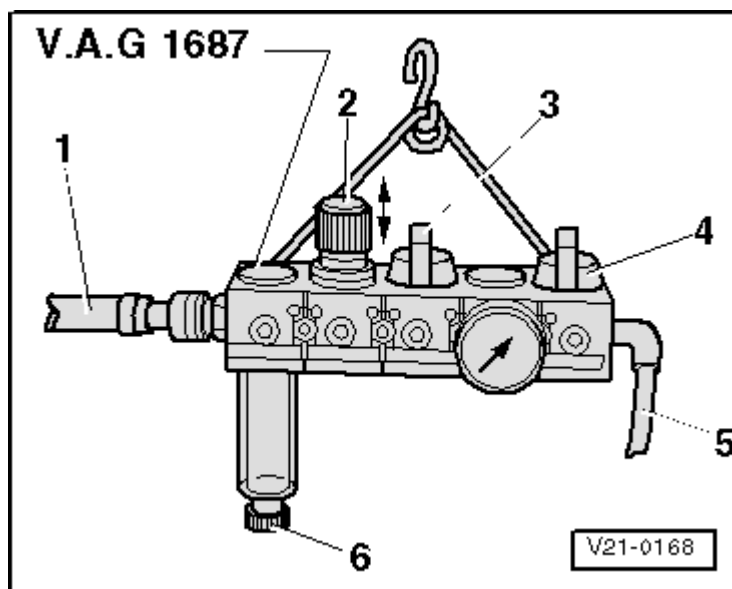


- Close test connection -5- using commercially available compressed air connection and connect section of fuel hose to fuel supply union of tandem pump. Secure by means of spring-type clip.



Note

To turn the pressure regulating valve -2- the knob must be pulled upwards.



- Connect compressed air hose -1- (compressed air supply) to charge air system tester -V.A.G 1687-.



Note

If there is water in the sight glass, drain at water drain screw -6-.

- Open valve -3-.

- Adjust pressure to 1.0 bar with pressure control valve -2-.



Caution

The maximum test pressure is 1.3 bar and this must not be exceeded.

- Open valve -4- and wait until test circuit is full. If necessary, regulate pressure to 1.0 bar.
- Close valve -3- to maintain pressure and observe pressure drop over a period of 1 minute.

If the pressure does not drop the tandem pump can be reused, if the pressure drops the tandem pump must be renewed.

