



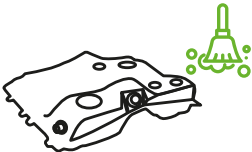





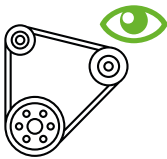

WARNING





Not following the instructions below may result in damage of the product supplied by us and refusal of the claim due to improper installation of the product.

BEFORE INSTALLATION:

AFTER INSTALLATION:

<p>1 Clean the fuel system and fuel tank.</p> 	<p>1 Check the correct feed pump pressure.</p> 
<p>2 Replace the fuel filter.</p> 	<p>2 Bleed the fuel system and start the engine. Do not crank the engine for too long as it may damage the ECU of the VP pump.</p> 
<p>3 Check the fuel line (replace if necessary).</p> 	<p>3 Let the car run for 10 minutes, then turn it off for 5 minutes before starting it again.</p> 
<p>4 Check the engine timing (must be correct).</p> 	<p>4 Repeat step three if you have idle / throttle issues.</p> 

IMMOBILIZER (IMMO)

<p>1 When installing the VP44 pump, the immobilizer has to be calibrated.</p>	
<p>2 When installing a pump into Ford vehicles – after installation, turn the key into 1st position for 15 minutes, then take the key out. If the immobilizer does not calibrate, the process has to be done with the KTS 540/520e diagnostics tool and a special cable for VP pumps.</p>	



ATTENTION! – Most injection pump failures are caused by external factors. Electronically controlled pumps, in particular, are sensitive and may have material defects.