

Tool for Adjusting the Trigger-points of the D-Jetronic

The tool is intended for controlling the adjustment and re-adjusting even heavy worn trigger-points by simulating the position 'points fully opened'.

The model-specific flute (notch) of the tool has to be pushed into the noses of the base-plate of the points-set or the base-plate itself.

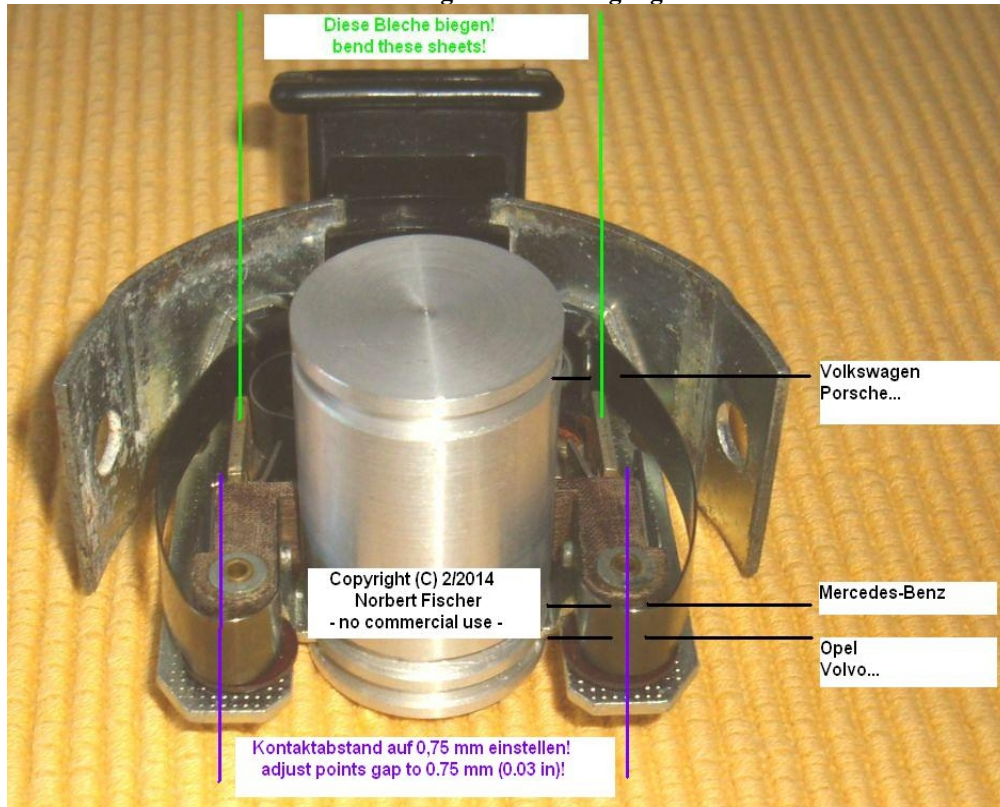
This flute centers the tool to the same position as it were in the distributor. This allows exact and symmetric adjustment.

Because there exist base-plates in three different thicknesses, the matching flute has to be chosen (figure!):

- 1 - On the top a flute for base-plates 1.6 mm (Volkswagen, Porsche...?)
- 2 - On the bottom a flute for base-plates 1.5 mm (set with 3 'noses') (Opel, Volvo, Lancia, Fiat, Citroën...?)
- 3 - On the second position from bottom a flute 2.0 mm (Mercedes – V8)

This figure shows the tool in position (points set type '2').

Adjust points gap to 0.03 in (0,75 mm) in this position by bending the sheets of the anvil-plate with flat-nose pliers, controlling with a feeler-gauge.



Adjusting the points has to be approved with sense, power and skillfulness. I used flat-nose-pliers and after some trying out got exact adjustments.

You have to take care of the following::

1. The tool has to be pushed into the the trigger-unit all the way up to the stop. Some turning the tool and trying again may help, perhaps a little grease will help. The tool has to fit exactly, therefore the tolerance is minimized.

2. The anvil-plate of the points is mounted insulated, therefore may have some tolerance towards the base-plate. After adjusting one side of the trigger-points-pair, you have to control the opposite side. Maybe you have to re-adjust this a couple of times.

But: The D-Jetronic is not a direct injection system. You need not try to adjust the points too exactly. Ajustment to 0.03 in is the optimal value cause then all possible tolerances are adjusted to the average. But every points gap between 0.02 in and 0.04 will work. fine, indeed. Even new original trigger points have some tolerance, as I found out.

Take care the points are absolutely clean, no grease or oil remains between them.

You essentially have to grease the fibre rubbing blocks using points cam grease when re-installing the trigger-point-unit.

You use this tool at your own risk. It has not been approved by the OEM. Using the tool, you accept this term.