



INSTRUCTIONS

Diesel Injector

Please Read These First

These instructions are intended as a guide only and are not a substitute for a workshop manual. The fitter must have a degree of mechanical competence. If you are in any doubt as to your ability to fit the part, do not undertake the job.

For more Technical Tips and to register your warranty online visit

www.smpe.co.uk

Contact technical sales on

01527 839307

www.smpe.co.uk

Diesel Injector

Please read these first

Renewing diesel injectors should only be carried out by trained technicians with knowledge of diesel system repair. Specialist tools are normally required, without them serious damage may occur. If you are in any doubt as to your ability to complete the repair, do not undertake the job.

Caution

Diesel fuel systems utilise huge pressures, please ensure that you use the correct procedures and protection to prevent disfigurement, injury or death due to accidents and also to prevent damage to the engine.

Dirt or debris in the fuel system is a primary cause of diesel system failure. The fuel injectors are some of the most crucial components in the injection system. The utmost cleanliness must be observed at all times to avoid potential, irreparable damage occurring to both the injection system and the engines internal components. We recommend that the fuel filter is replaced during the repair.

Diesel injectors are located on the engine in locations that get very hot. Diesel fuel is extremely flammable. Ensure that the vehicle has cooled to a safe level before attempting to renew them

- Disconnect the battery
- Clean the area around the injectors
- Remove leak off pipes
- Disconnect the fuel feed lines
- Do not force or bend the fuel lines
- Manufactures recommend that all fuel lines are changed **EVERYTIME** they are disconnected
- Remove the injectors. Should you

choose to re-use the pipes blow them clear before reuse.

- Ensure the injector recess is clean (re-cut seat if necessary)
- Renew the injector heat shield(s)
- Fit the new injector; do not remove the fuel inlet blanking plug from the injector until you are ready to fit the fuel pipes.
- Some manufactures recommend the use of an anti seize compound. Do not use Copper slip.
- Observe correct torque settings when tightening
- Refit fuel lines, tighten/torque correctly
- Re-program the ECU if specified
- Spin the engine over, once it fires do not rev/over rev, let the engine tick over until it runs "clean"
- Check for leaks

Caution do not "crack open" or loosen any of the injector pipes whilst the engine is running, serious damage, to you and the vehicle may occur.

Do not attempt to fix any leaks whilst the engine is running for example by tightening pipes fractures may occur.

Please see poster information for details of suitability and acceptability of surcharge units