

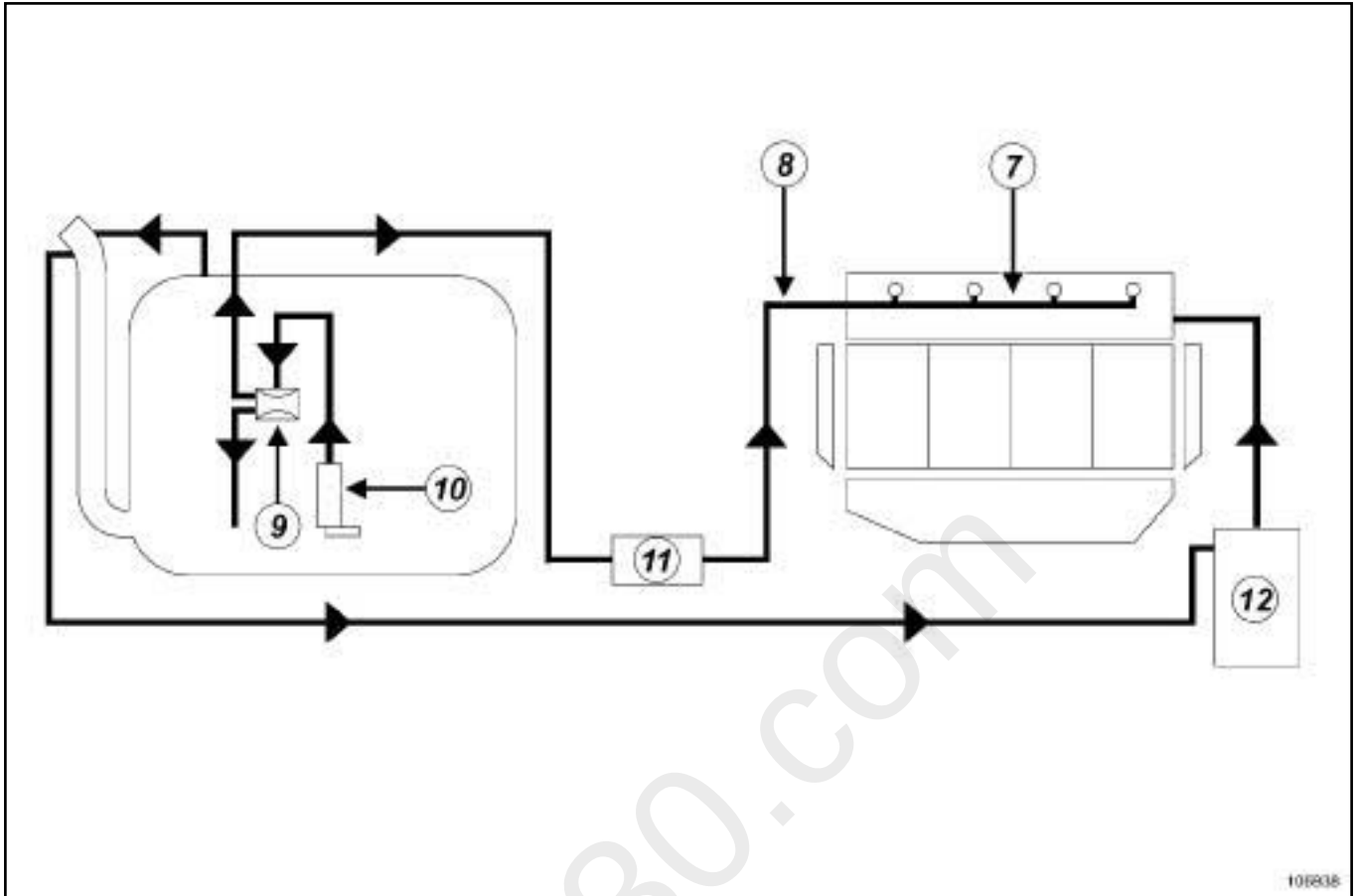
FUEL SUPPLY

Fuel circuit: Operating diagram

13A

K4M

Operating diagram of the fuel supply circuit (external filter)



106938

The fuel supply circuit does not have a return.

The fuel pressure does not vary with engine load.

The circuit comprises:

- a rail (7) without a return pipe union and without a supply pressure regulator,
- a single pipe (8) coming from the tank,
- a « pump-fuel sender » supply assembly fitted with the pressure regulator (9) , the pump (10) and the fuel filter (11) ,
- a fuel vapour recirculation tank (12) .

Manual priming pump: Removal - Refitting

K9K

IMPORTANT

To avoid all risk of damage to the systems, apply the safety and cleanliness instructions and operation recommendations before carrying out any repair:

- (see **Diesel injection: Precautions for the repair**) ,
- (see **Vehicle: Precautions for the repair**) (01D, Mechanical introduction).

IMPORTANT

During this operation, be sure to:

- refrain from smoking or bringing red hot objects close to the working area,
- be careful of fuel splashes when disconnecting the union.

IMPORTANT

Wear goggles with side protectors for this operation.

IMPORTANT

Wear leaktight gloves (Nitrile type) for this operation.

WARNING

To prevent impurities from entering the circuit, place protective plugs on all fuel circuit components exposed to the open air.

WARNING

To avoid any corrosion or damage, protect the areas on which fuel is likely to run.

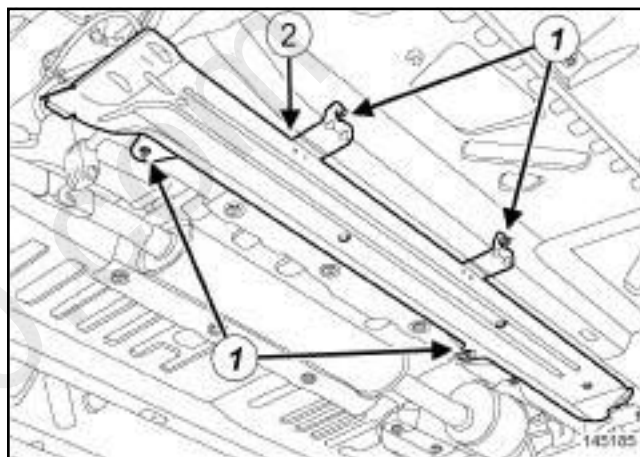
Note:

The priming pump is incorporated in the fuel supply pipe.

To remove the priming pump, remove the fuel supply pipe assembly.

REMOVAL**I - REMOVAL PREPARATION OPERATION**

- ☐ Position the vehicle on a two-post lift (see **Vehicle: Towing and lifting**) (02A, Lifting equipment).



145185

- ☐ Remove:

- the fuel supply pipe protector nuts (1) ,
- the fuel supply pipe protector (2) .