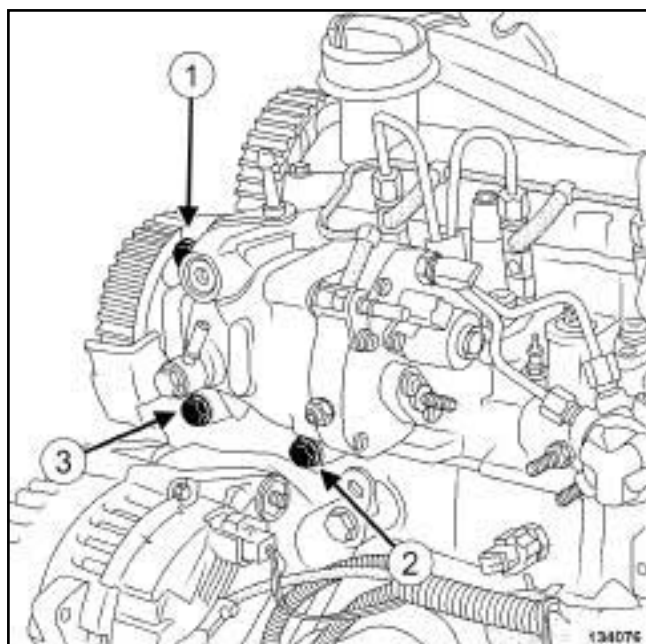


High pressure pump: Removal - Refitting

K9K, and 796



134076

- ☐ Torque tighten in order **the high pressure pump bolts (23 N.m)**.
- ☐ Torque tighten the **high pressure pump pulley nut (70 N.m)** while holding the high pressure pump pulley using a **32 mm** spanner.

Note:

Check that the timing belt is correctly positioned and in good condition.

- ☐ Remove the from the cylinder head.

III - FINAL OPERATION

- ☐ Remove the blanking plugs.
- ☐ Refit the high pressure pipe between the injector rail and the high pressure pump (see **13B, Diesel injection, High pressure pipe between pump and rail: Removal - Refitting**, page **13B-19**) .
- ☐ Refit (see **11A, Top and front of engine, Timing belt: Removal - Refitting**, page **11A-17**) :
 - the suspended mounting on the cylinder head,
 - the lower timing cover,
 - the upper timing cover.
- ☐ Refit:
 - the camshaft position sensor (see **13B, Diesel injection, Camshaft position sensor: Removal - Refitting**, page **13B-7**) ,

- the right-hand suspended engine mounting (see **19D, Engine mounting, Right-hand suspended engine mounting: Removal - Refitting**, page **19D-4**) ,

- the neck located on the injector rail.

- ☐ Secure the engine wiring on the neck.

- ☐ Connect:

- the camshaft position sensor,
- the accelerometer,
- the injector rail pressure sensor,
- the fuel return pipe connecting the injectors to the high-pressure pump,
- the supply and return pipes on the high pressure pump,
- the connectors to the high pressure pump,
- the injectors,
- the heater plugs.

- ☐ Refit the dipstick guide.

- ☐ Torque tighten the **dipstick guide and filler neck nuts on the high pressure rail (21 N.m)**.

- ☐ Connect the battery (see **Battery: Removal - Refitting**) (80A, Battery).

- ☐ Start the engine.

- ☐ Check that there are no fuel leaks.

- ☐ Refit the engine cover.

DIESEL INJECTION

Flow actuator: Removal - Refitting

13B

K9K

Equipment required

Diagnostic tool

Tightening torques

flow actuator bolts	6 N.m
dipstick guide and filler neck nuts on the high pressure rail	21 N.m

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**) .

IMPORTANT

Before carrying out any work on the injection system, check using the **Diagnostic tool** :

- that the injector rail is not under pressure,
- that the fuel temperature is not too high.

It is essential to respect the safety and cleanliness advice whenever work is carried out on this system.

Working on the circuit with the engine running is strictly forbidden.

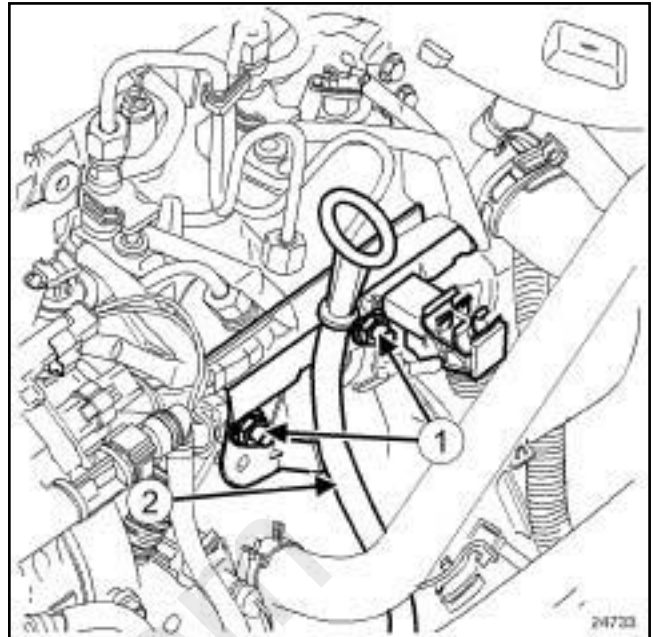
WARNING

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

REMOVAL

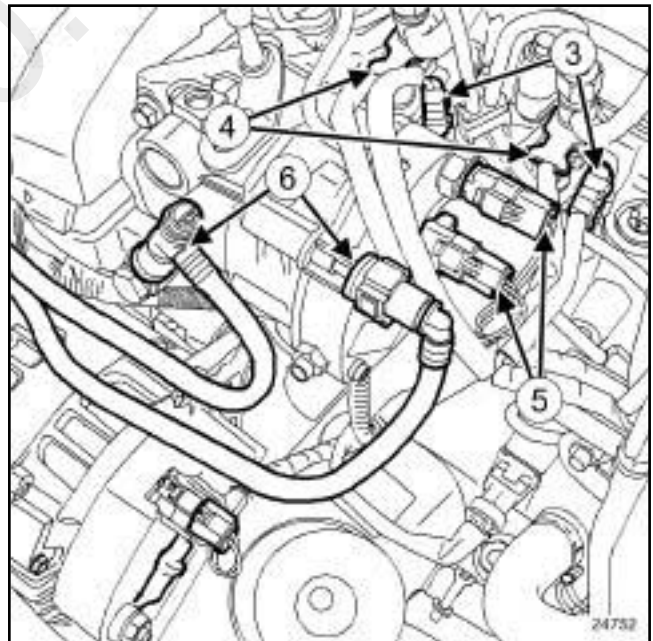
I - REMOVAL PREPARATION OPERATION

- ☐ Disconnect the battery (see **Battery: Removal - Refitting**) (80A, Battery).
- ☐ Remove the front engine cover.



24733

- ☐ Remove the dipstick guide and filler neck nuts (1) .
- ☐ Put the dipstick guide to one side (2) .



24752

- ☐ Disconnect:
 - the heater plugs (3) ,
 - the injectors (4) ,
 - the connectors from the high pressure pump (5) ,
 - the diesel supply and return pipes (6) .