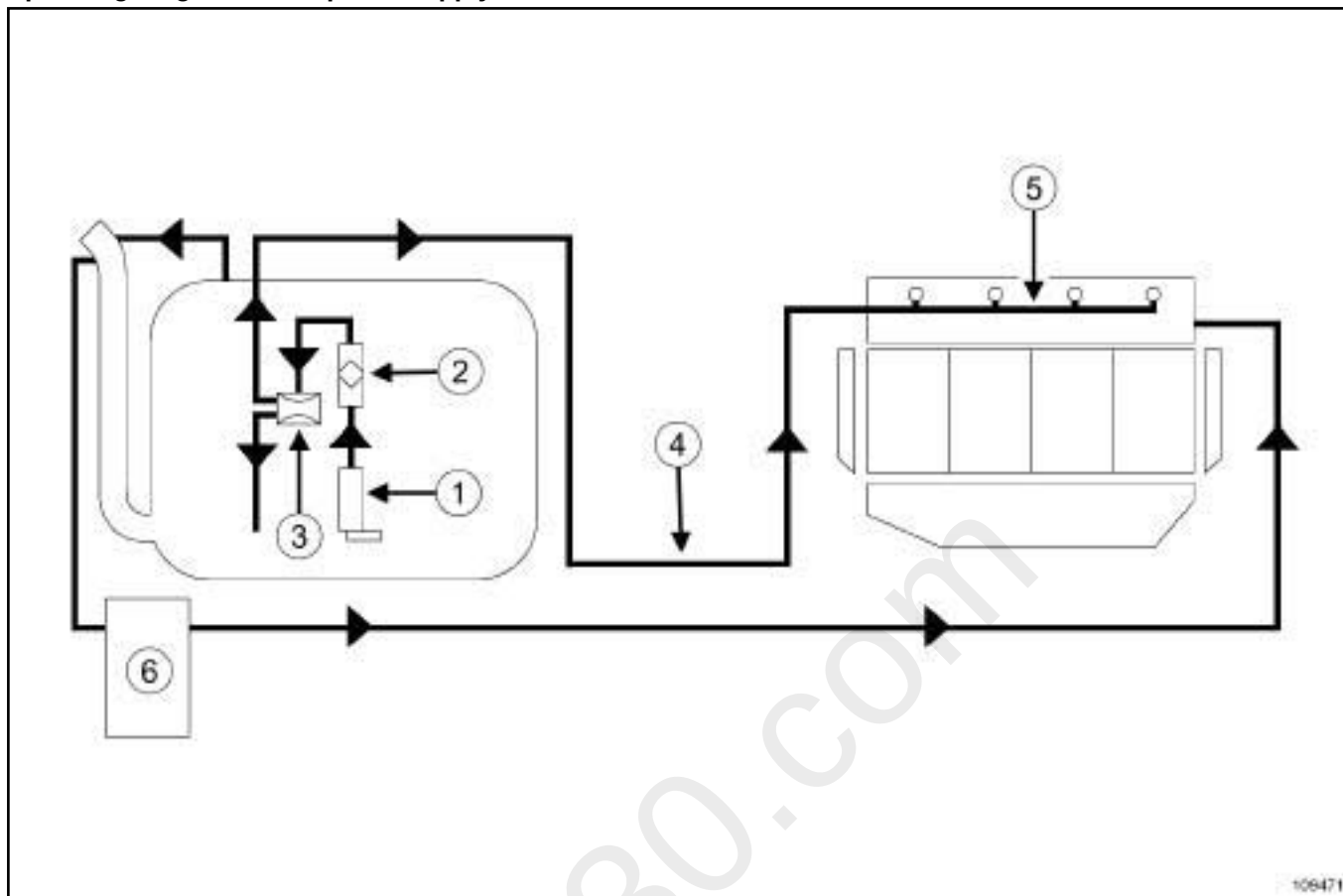


M4R

Operating diagram of the petrol supply circuit



109471

109471

The fuel supply circuit does not have a return.

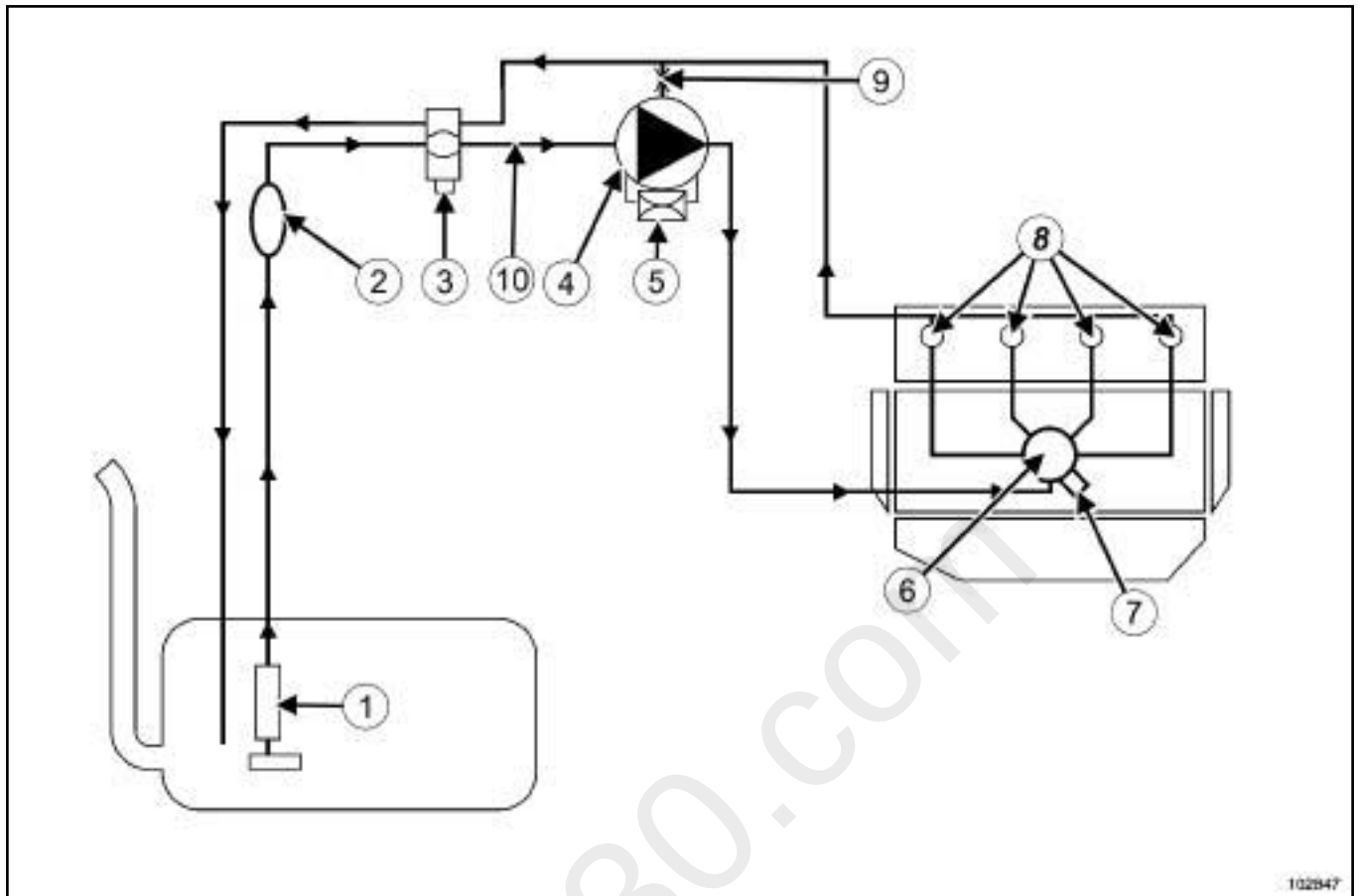
The fuel pressure does not vary with engine load.

The circuit comprises:

- a « pump-sender-filter » fuel supply assembly located in the tank; it is equipped with the pump (1), the filter (2) and the pressure regulator (3),
- a single pipe (4) coming from the tank,
- a rail (5) with no return pipe and no pressure regulator,
- a petrol vapour recirculation reservoir (6) connected to the inlet manifold by a pipe and a solenoid valve.

K9K, and 750 or 752 or 766 or 768

Operating diagram of the diesel fuel supply circuit



102847

102847

The circuit comprises:

- a sender (1) ,
- a priming bulb (2) ,
- a fuel filter (3) that can be fitted with a water detection sensor,
- a high pressure pump (4) with a built-in mechanical low pressure pump (transfer pump),
- a fuel flow actuator (5) ,
- an injector rail (6) fitted with a diesel pressure sensor (7) ,
- four injectors (8) ,
- a venturi tube (9) ,
- a bleed screw (10) ,
- various sensors,
- an injection computer.

IMPORTANT

Loosening a high-pressure pipe union when the engine is running is strictly prohibited.

WARNING

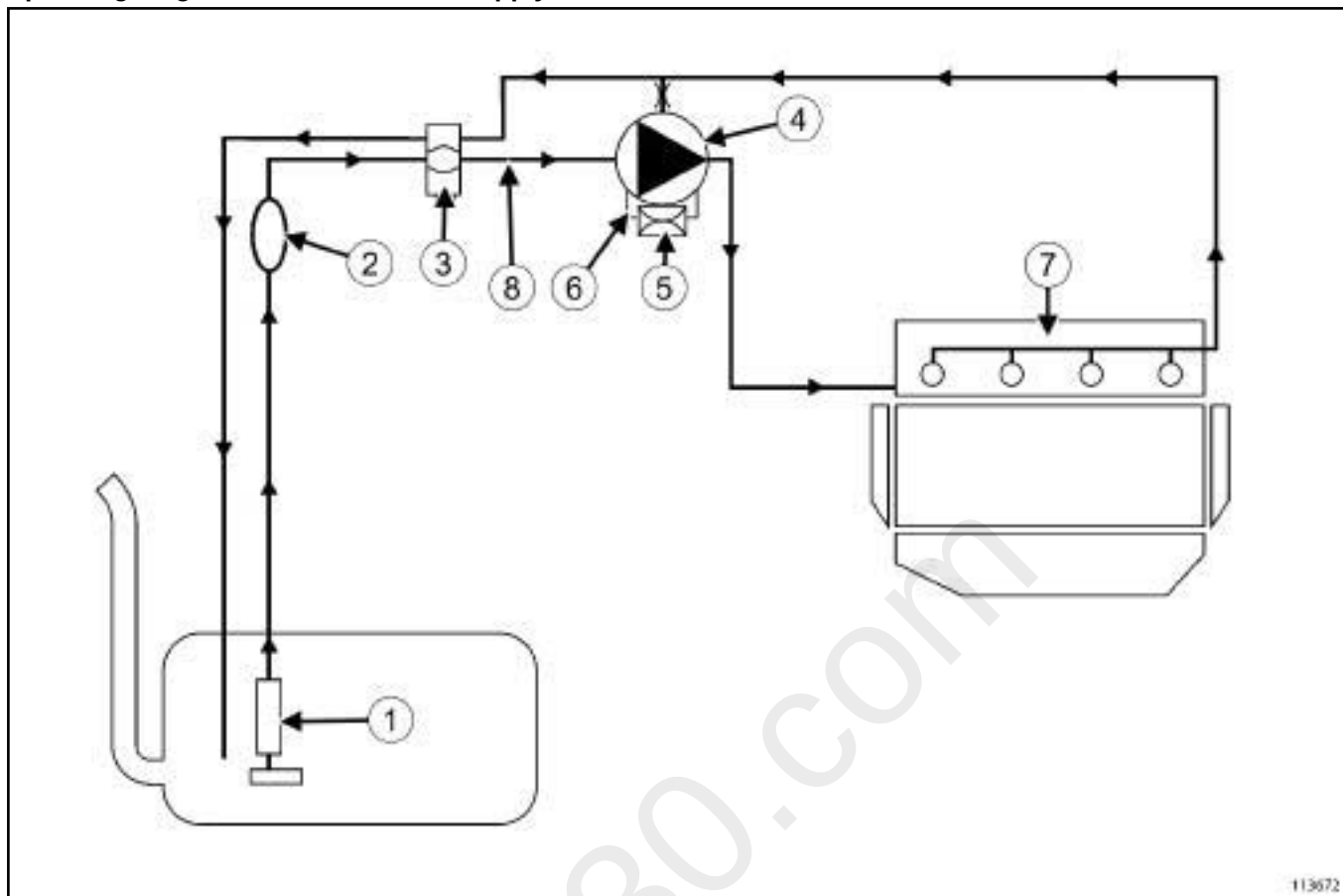
It is forbidden:

- to dismantle the interior of the pump or injectors. Only the fuel flow actuator, the diesel fuel temperature sensor and the venturi tube can be replaced,
- to remove the pressure sensor from the fuel rail (because of circuit contamination problems). If the pressure sensor fails, the pressure sensor, the rail and the five high pressure pipes must be replaced.

Only the flow actuator, the diesel fuel temperature sensor and the venturi tube can be replaced.

K9K, and 764

Operating diagram of the diesel fuel supply circuit



113672

The circuit comprises:

- a sender (1) ,
- a priming bulb (2) ,
- a fuel filter (3) which may be fitted with a water detection sensor,
- a high pressure pump (4) with a built-in mechanical low pressure pump (transfer pump),
- a pressure regulator (5) , mounted on the high-pressure pump,
- a flow regulator (6) , mounted on the high-pressure pump,
- an injector rail (7) fitted with a pressure sensor,
- a bleed screw (8) ,
- four injectors,
- various sensors,
- an injection computer.

WARNING

It is forbidden:

- to dismantle the interior of the pump or injectors.
- to remove the pressure sensor from the fuel rail (because of circuit contamination problems). If the pressure sensor fails, the pressure sensor, the rail and the five high pressure pipes must be replaced,
- to dismantle the flow regulator solenoid and the pressure regulator solenoid on the high-pressure pump.

IMPORTANT

Loosening a high pressure pipe union when the engine is running is strictly prohibited.