

Injector rail - Injectors: Removal - Refitting

D4F, and 784

- ☐ Connect the battery (see **Battery: Removal - Refitting**) (MR 392, 80A, Battery).
 - ☐ Refit the engine cover.
-

FUEL SUPPLY
Fuel pressure: Check

13A

D4F

Special tooling required

Mot. 1311-08 Union for taking fuel pressure measurements.

CHECK



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 latex gloves during the operation.

WARNING

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

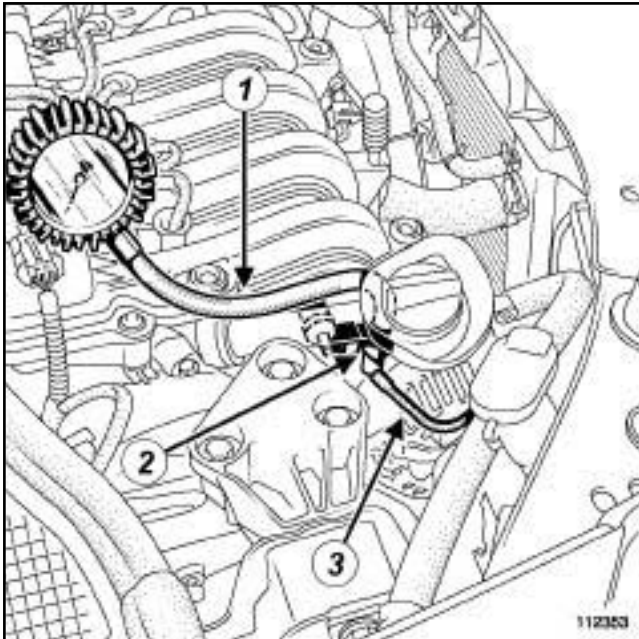
FUEL SUPPLY

Fuel pressure: Check

13A

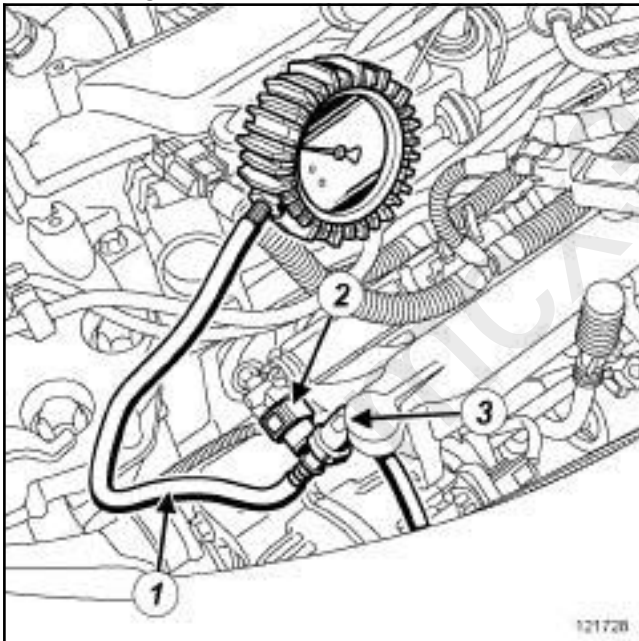
D4F

D4F 740, D4F 742, D4F 764 engine



112353

D4F 784 engine



121728

- ☐ Disconnect the petrol inlet pipe from the injector rail.
- ☐ Connect:
 - the pipe (1) fitted with the pressure gauge contained in the checking kit, with the « T » union (2) of the (Mot. 1311-08),
 - the « T » union to the rail,
 - the petrol inlet duct (3) to the « T » union.
- ☐ Start the engine.
- ☐ Determine the pressure.

- the pressure must be constant (**3.5 bars**).
- It may take a few seconds to obtain a correct injector rail pressure reading.

- ☐ Stop the engine

FINAL OPERATION.

- ☐ Disconnect:
 - the petrol inlet duct from the « T » union,
 - the « T » union from the rail.
- ☐ Connect the petrol inlet duct.

FUEL SUPPLY

Fuel pressure: Check

13A

K4J or K4M

Special tooling required

Mot. 1311-01	Pressure gauges and petrol pressure measuring unions.
Mot. 1311-08	Union for taking fuel pressure measurements.

IMPORTANT

During this operation, be sure to:

- refrain from smoking or bringing red hot objects close to the working area,
- beware of fuel splashes when disconnecting the union,
- protect sensitive areas from fuel outflow.

IMPORTANT

Wear goggles with side protectors for this operation.

IMPORTANT

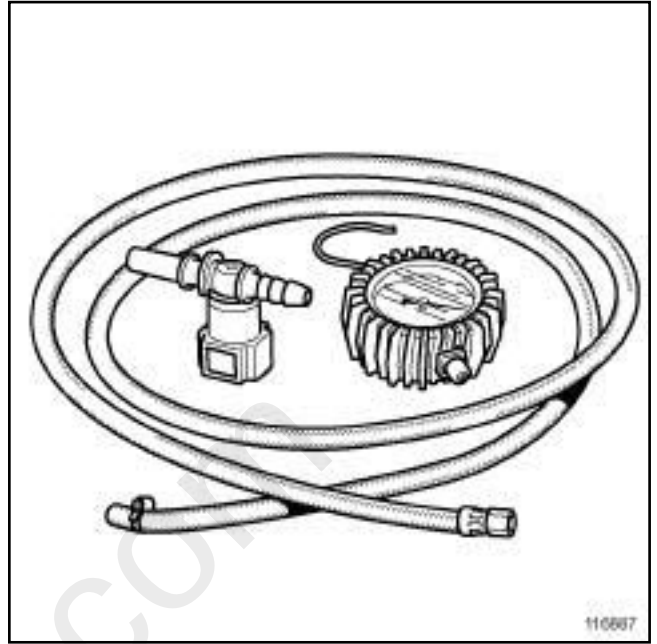
Wear leaktight gloves (Nitrile type) for this operation.

WARNING

Protect sensitive areas from fuel spillage.

CHECK

I - PREPARATION OPERATION FOR CHECK



- ☐ Ensure you have a checking tool (**Mot. 1311-01**) and a « T » union (**Mot. 1311-08**).

FUEL SUPPLY

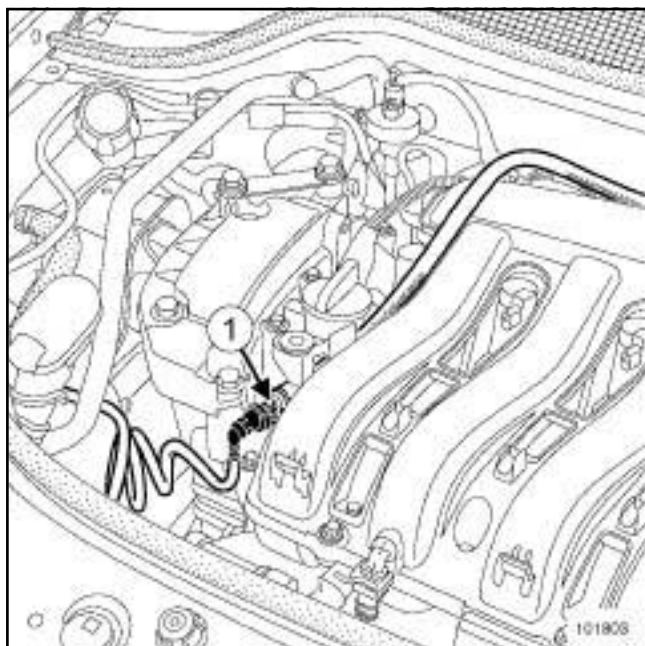
Fuel pressure: Check

13A

K4J or K4M

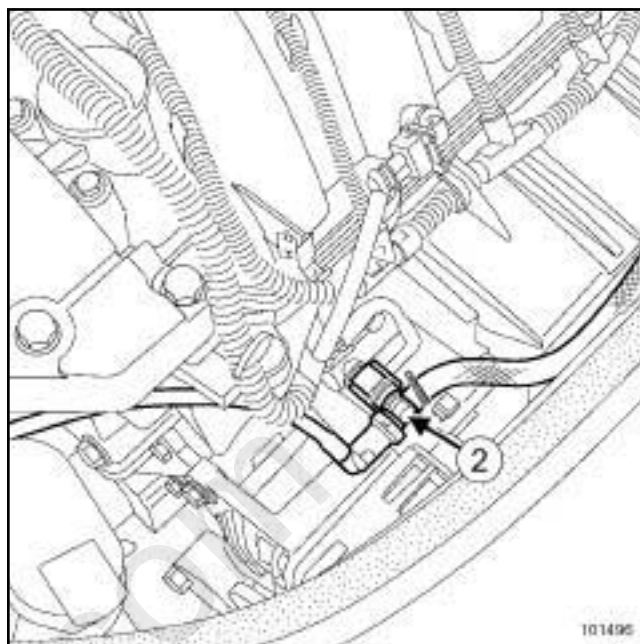
II - TEST OPERATION

K4M



- ☐ Disconnect the fuel supply union from the injector rail.
- ☐ Connect:
 - the pipe fitted with a test pressure gauge (**Mot. 1311-01**) with the « T » union (**Mot. 1311-08**) (1) ,
 - the « T » union (**Mot. 1311-08**) to the injector rail,
 - the injector rail fuel supply union to the « T » union (**Mot. 1311-08**).

K4J



- ☐ Disconnect the fuel supply union from the injector rail.
- ☐ Connect:
 - the pipe fitted with a test pressure gauge (**Mot. 1311-01**) with the « T » union (**Mot. 1311-08**) (2) ,
 - the « T » union (**Mot. 1311-08**) to the injector rail,
 - the injector rail fuel supply union to the « T » union (**Mot. 1311-08**).

- ☐ Start the engine.
- ☐ Record the pressure; this should be constant at **3.5 bar**.

Note:

It may take a few seconds to obtain a correct injector rail pressure reading.

- ☐ Switch off the engine.

III - FINAL OPERATION

- ☐ Disconnect the « T » union (**Mot. 1311-08**) from the injector rail.
- ☐ Separate the test tool (**Mot. 1311-01**) from the « T » union.

FUEL SUPPLY

Fuel pressure: Check

13A

K4J or K4M

- ☐ Connect the fuel supply pipe union on the injector rail.

FUEL SUPPLY

Fuel pressure: Check

13A

M4R

Special tooling required

Mot. 1311-08 Union for taking fuel pressure measurements.

IMPORTANT

During this operation, it is essential to:

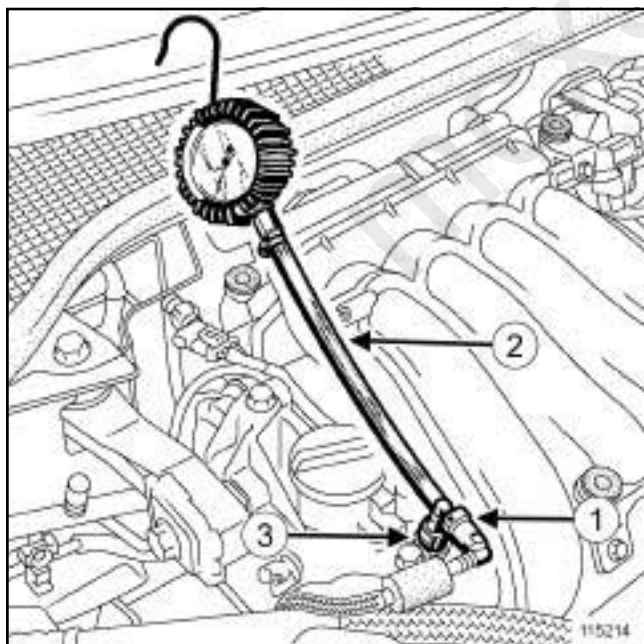
- refrain from smoking or bringing red hot objects near the working area,
- beware of fuel splashes when disconnecting the union,
- protect sensitive areas from fuel outflow.

IMPORTANT

Wear goggles with side protectors for this operation.

IMPORTANT

Wear gloves during this operation.



❑ Disconnect fuel supply pipe union (1) on the injector rail.

❑ Connect:

- the pipe (2) attached to the trolley pressure gauge with a « T » union (3) (**Mot. 1311-08**),

- the « T » union to the injector rail,
 - the injector rail fuel supply union to the « T » union.
- ❑ Note the fuel pressure.
- The fuel pressure must be constant (**3.5 bar ± 0.06**).
 - It may take a few seconds to obtain a correct injector rail pressure reading.

FUEL SUPPLY

Fuel pressure: Check

13A

F4R

Special tooling required

Mot. 1311-01	Pressure gauges and petrol pressure measuring unions.
Mot. 1311-08	Union for taking fuel pressure measurements.

IMPORTANT

During this operation, be sure to:

- refrain from smoking or bringing red hot objects close to the working area,
- beware of fuel splashes when disconnecting the union,
- protect sensitive areas from fuel outflow.

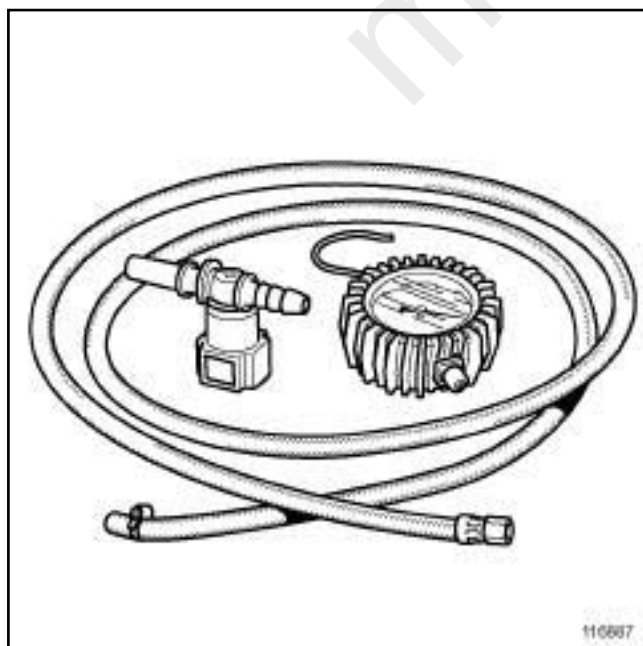
IMPORTANT

Wear gloves during this operation.

IMPORTANT

Wear goggles with side protectors for this operation.

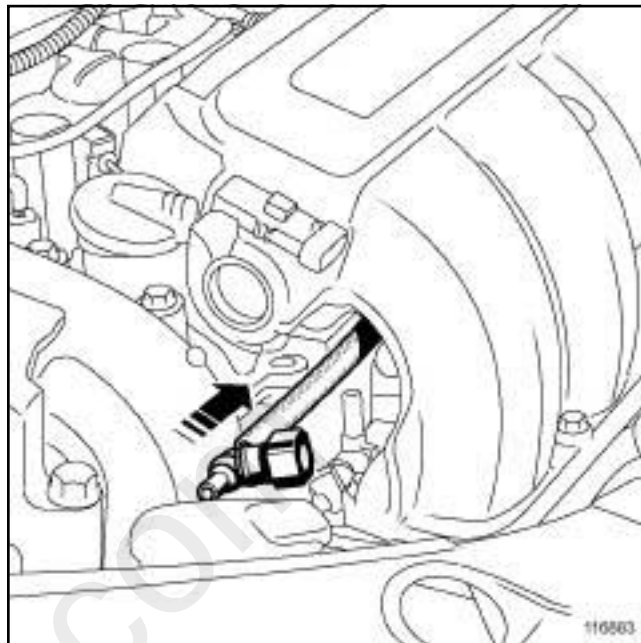
I - REFITTING PREPARATION OPERATION BEFORE CHECK



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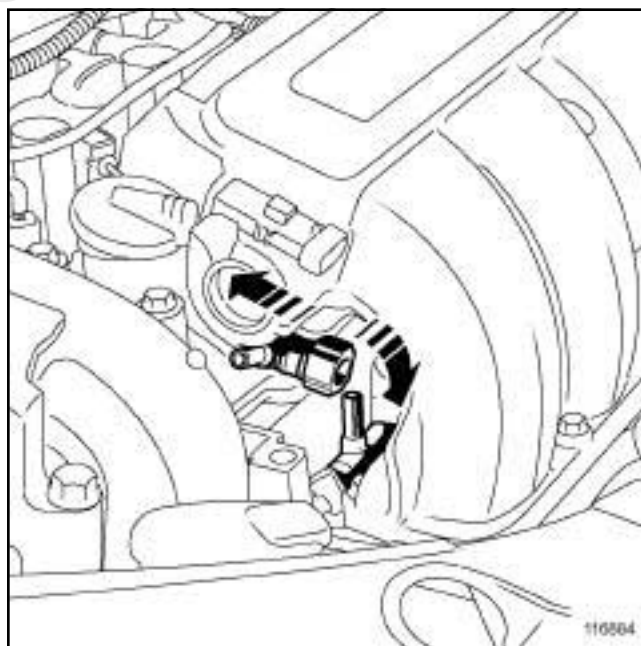
- Use the **(Mot. 1311-01)** and the **(Mot. 1311-08)**.

- Assemble the long flexible pipe of the **(Mot. 1311-01)** and the **(Mot. 1311-08)**.
- Disconnect the fuel supply union on the injector rail.



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- Pass the flexible pipe of the **(Mot. 1311-01)** fitted with the **(Mot. 1311-08)** under the inlet manifold.



116884

- Connect:
 - the **(Mot. 1311-08)** onto the injector rail positioning it between the rocker cover and the inlet manifold then pivoting it,
 - the fuel supply union on the **(Mot. 1311-08)**,
 - the fuel pressure gauge on the flexible pipe.