

DIESEL INJECTION

High pressure pump: Removal - Refitting

13B

K9K, and 750 or 752 or 760 or 762 or 766 or 768

V - REPLACING THE HIGH PRESSURE PUMP

- ☐ If replacing the high pressure pump, reprime the diesel circuit using the **Diagnostic tool**.

Note:

For VDiag numbers before **Vdiag 48**, it is essential to reprogram the injection computer. **If the computer is not reprogrammed, do not apply the procedure described below but prime the circuit using the manual priming pump.**

Note:

Never start the engine until the pump has been reprimed.

Also comply with the operation instructions provided to prevent the high pressure pump from being damaged internally, due to its running empty and with no diesel lubrication.

- ☐ Connect the **Diagnostic tool** to the vehicle.
- ☐ Connect to the diesel injection computer.
- ☐ Run command **AC212 "NEW PUMP HOUSING FILLING"**.
- ☐ Follow the instructions on the **Diagnostic tool** until the command is completed.
- ☐ Start the engine.

Note:

The starting phase can last up to **20 seconds**.

- ☐ If the engine does not start or if the start-up sequence is interrupted:
 - switch off the ignition,
 - wait **30s**,
 - restart the engine.
- ☐ Using the **Diagnostic tool**, clear any faults stored in the injection computer.

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Flow actuator: Removal - Refitting

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Special tooling required

Mot. 1566	Tool for removing high pressure pipes.
Mot. 1746	Offset wrench for tightening High Pressure pump pipes.

Equipment required

Diagnostic tool
torque wrench

Tightening torques

two fuel flow actuator mounting bolts	5.5 N.m
high pressure pipe unions	24 N.m
intercooler air inlet pipe nut on the alternator	8 N.m

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.

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

WARNING

Before starting work on the vehicle, obtain:

- a new blanking plug kit (**part no. 77 01 206 804**),
- cleaning cloths (**part no. 77 11 211 707**),
- cleaning product (**part no. 77 11 224 188**).

WARNING

Parts which must always be replaced:

- all the high pressure pipes which have been removed.

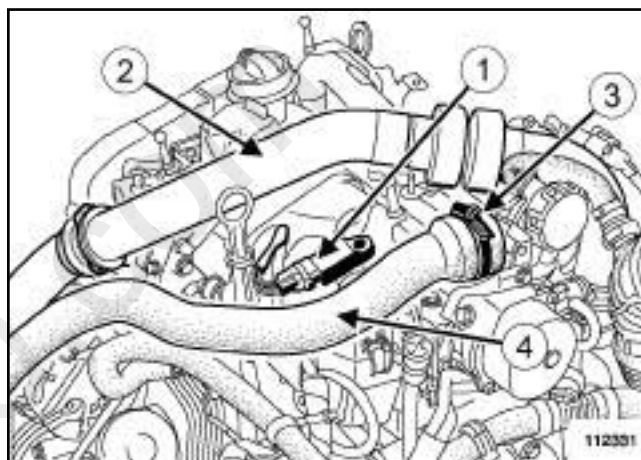
Note:

Vehicles equipped with the K9K*768 engine may or may not be equipped with an intercooler.

REMOVAL

I - REMOVAL PREPARATION OPERATION

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



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- ☐ Disconnect the inlet air pressure sensor (1) .

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- ☐ Remove the upper section of the turbocharger air duct (2) .
- ☐ Loosen the clip (3) .
- ☐ Move the inlet air duct to one side (4) .

☐ Remove:

- the dipstick,
- the dipstick duct bolts.

☐ Move the dipstick duct to one side.

☐ Unclip the upper section of the injector rail protector.

☐ Unscrew the upper section of the injector rail protector.

☐ Remove:

- the injector rail protector,
- Remove the high pressure pump protector plate.

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- ☐ Protect the alternator from fuel outflow.
- ☐ Pour cleaning product into a container.

IMPORTANT

Wear protective gloves when using cleaning product.

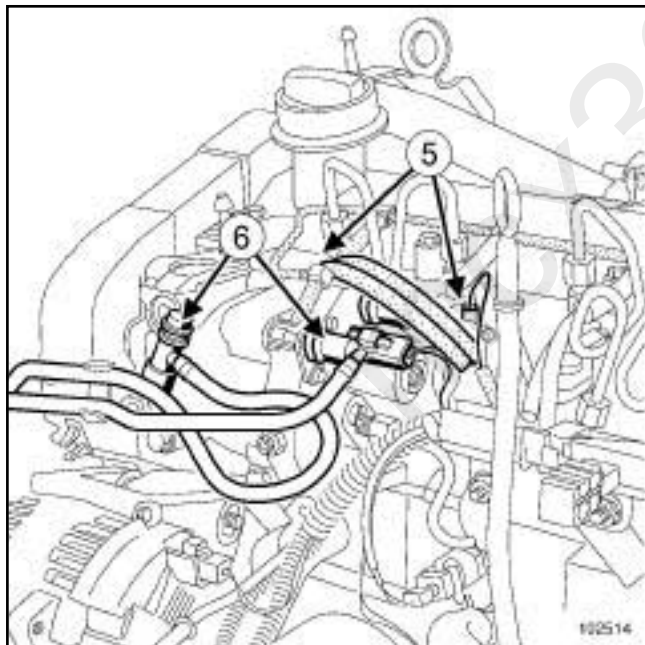
- ☐ Soak the brush with cleaning product, then clean the diesel supply and return pipe unions on the high pressure pump.
- ☐ Blast the cleaned areas with compressed air then dry using new cloths.

IMPORTANT

Wear protective glasses

WARNING

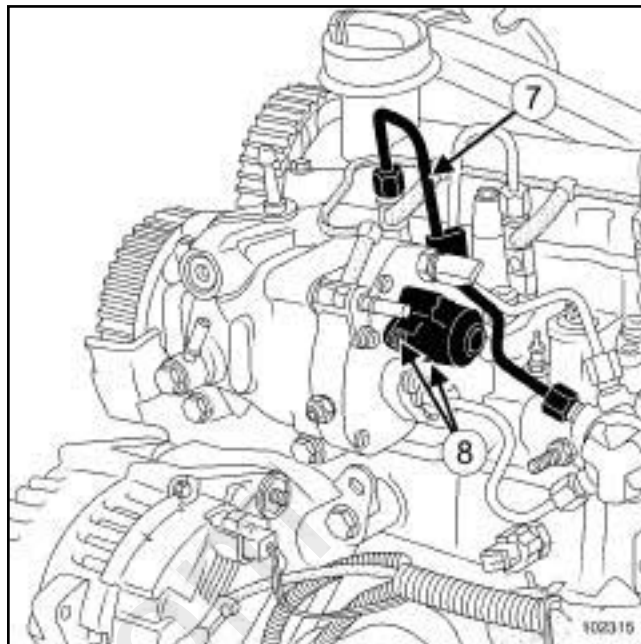
Do not blow compressed air once the fuel circuit is open, otherwise impurities may enter the system. Use cloths if necessary.



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- ☐ Disconnect:
 - the heater plugs on cylinders no. 3 and 4,
 - the injector connectors from cylinders no. 3 and 4 (5) ,
 - the diesel supply and return pipes (6) ,
 - the high pressure pump electrical connectors.
- ☐ Fit the correct blanking plugs on:
 - the high pressure pump,

- the pipes.



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- ☐ Disconnect:
 - the diesel temperature sensor,
 - the flow actuator.
- ☐ Remove the high pressure pipe (7) between the rail and injector no.4.
- ☐ Fit the correct blanking plugs on:
 - the rail,
 - the injector.

II - REMOVAL OF THE PART CONCERNED

- ☐ Loosen the two bolts (8) from the fuel flow actuator.
- ☐ Withdraw the fuel flow actuator (by hand using small successive turns).

WARNING

Do not use the electrical connector as a lever arm.

REFITTING

I - REFITTING PREPARATION OPERATION

☐

WARNING

Do not remove the blanking plugs from each component until the last moment.