

DIESEL INJECTION

Diesel injector: Removal - Refitting

13B

K9K, and 750 or 752 or 766 or 768

K9K, and 750 or 766 or 768

- ☐ Loosen the intercooler inlet air pipe nut on the alternator.
- ☐ Fit the air duct on the turbocharger and on the intercooler inlet air pipe.
- ☐ Tighten the bolt of the air duct on the rocker cover.
- ☐ Torque tighten the **intercooler inlet air pipe nut on the alternator (8 N.m)**.
- ☐ Tighten the clip of the air duct between the intercooler and the damper valve.

- ☐ Connect the turbocharger pressure sensor connector.
- ☐ Refit the air inlet duct.
- ☐ Connect the battery (see **Battery: Removal - Refitting**) (80A, Battery).
- ☐ Program the alphanumeric code (C2I) for the replaced injector(s) using the **Diagnostic tool** (see **Fault finding - Replacement of components**) (13B, Diesel injection).
- ☐ Check that there are no diesel leaks:
 - run the engine until the fan starts,
 - accelerate several times at no load,
 - switch off the ignition,
 - check that there is no diesel fuel escaping.
- ☐ Refit the engine cover.

DIESEL INJECTION

High pressure pipe: Check

13B

K9K

Equipment required

Diagnostic tool

Tightening torques

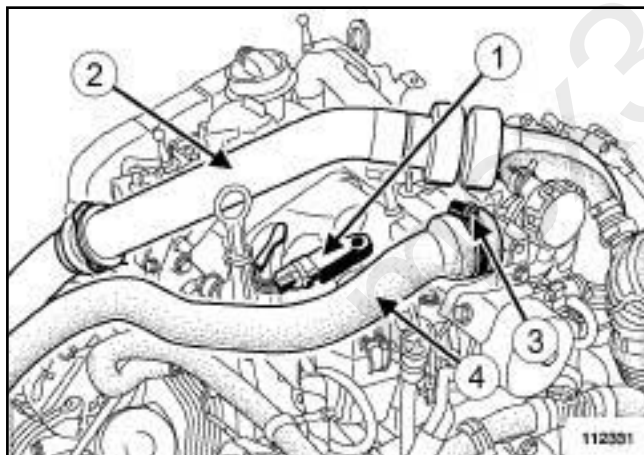
nut mounting the inter-cooler air inlet pipe on the alternator	8 Nm
--	------

nut mounting the inter-cooler air inlet pipe on the alternator	8 Nm
--	------

WARNING

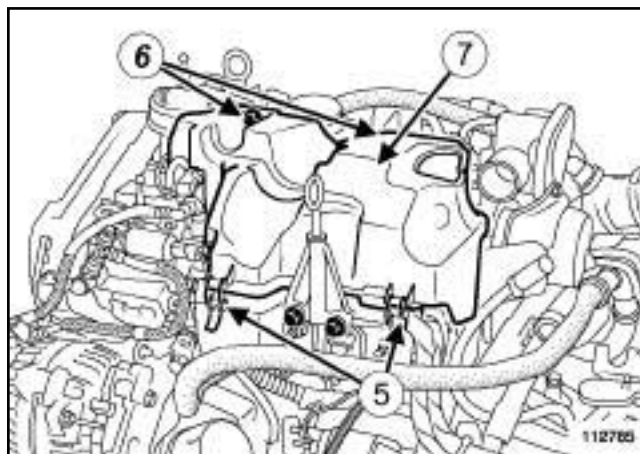
After any operation, check that there are no diesel fuel leaks.

- ☐ Reprime the diesel circuit using the priming pump.
- ☐ Disconnect the battery (see **Battery: Removal - Refitting**) (MR 392, 80A, Battery).
- ☐ Remove the engine protector.



112331

- ☐ Disconnect the inlet air pressure sensor (1)
- ☐ Remove the upper section (2) of the turbocharging duct.
- ☐ Loosen the clip (3) .
- ☐ Move the inlet duct to one side (4) .



112785

- ☐ Unclip the clips (5) from the injector rail protector cover.
- ☐ Remove the mounting (6) from the injector rail protector cover.
- ☐ Remove the injector rail protector cover (7) .
- ☐ Refit the inlet duct.
- ☐ Loosen the mounting nut of the air pipe at the inter-cooler inlet on the alternator.
- ☐ Fit the air duct between the turbocharger and the intercooler air inlet pipe.
- ☐ Snap the air duct to the turbocharger and to the air pipe at the intercooler inlet.
- ☐ Tighten the bolt of the air duct on the rocker cover.
- ☐ Torque tighten the **nut mounting the intercooler air inlet pipe on the alternator (8 Nm)**.
- ☐ Connect:
 - the inlet air pressure sensor.
 - the battery (see **Battery: Removal - Refitting**) (MR 392, 80A, Battery).

Note:

The **Diagnostic tool** can be used for testing the high pressure circuit with the engine running.

This command can be used to run fault finding on a leak due to an incorrectly fitted or tightened union. This command only works if the engine coolant temperature is above **60°C**. The fault finding procedure will not reveal small leaks due to incorrect tightening.