

DIAMOND DIESEL and TURBOCHARGER SERVICE, Inc.

Fuel Pumps ♦ Injectors ♦ Turbochargers

1-800-4-DIESEL

WHY DOES THE INJECTOR FAIL SHORTLY AFTER INSTALLATION

When replacing injectors it is important to follow the instructions and procedures specified in the Service Manual. Many new injectors have been returned due to several installation errors. Three of the most common installation errors are:

- **Debris in the injector**
- **Misaligned hold down clamp causing failed copper washer sealing ring**
- **Air in the fuel system causing broken internal components**

Debris in the injector –

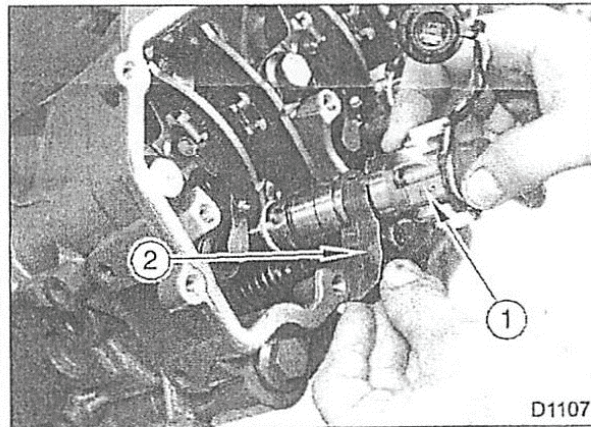
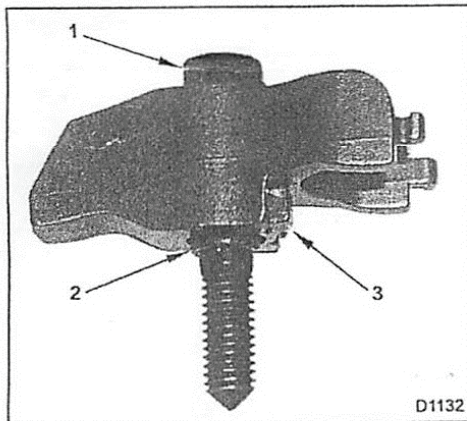
Care must be taken to keep the injector bore, injector and work area clean to prevent any debris from entering the injector upon installation.

Failed copper washer sealing ring-

The tang on injector hold down clamp is not aligned correctly with slot in injector when tighten down which results in improper sealing of the copper washer in the bore.

Be sure tang marked 3 in the picture below is in the slot and does not separate when the assembly is inserted in the bore.

Be sure that the old copper washer is removed from the bottom of the injector cup before inserting the new injector.



Air in the fuel system causing broken internal components –

After a set of injectors has been replaced the fuel rail in the cylinder head may be empty. The only way to bleed the air out of the rail is to crank the engine and force the air out through the injectors. Care should be taken to keep the engine at low idle until all injectors are firing and the engine is running smoothly. Attempting to run at high speed before the air is out of the system can result in internal damage to the injector.

THE ABOVE FAILURES ARE CONSIDERED IMPROPER REPAIRS AND ARE NOT WARRANTABLE.

Note: Do not attempt to disassemble the injectors that have been removed. They must be returned for core value in the condition they were removed from the engine.