



Diesel Fuel Injector

Refer to an authorized original equipment service manual for detailed installation instructions. If you do not have the experience, proper tools or manuals, please seek the services of a qualified technician.



Replacement Time:

< 3 hrs

COMMON SYMPTOMS

- No start condition
- Bucking or hesitation
- Extended engine crank or slow starts
- Decreased fuel economy

MYTH BUSTER

Myth: An additive can be used to eliminate “stiction”, a sticky, gummy residue of burnt oil that accumulates within hydraulic electronic unit injectors, which results in slow starts, bucking, chugging, hesitation, loss of power or a consistent drop in fuel economy

Busted: False; using additives to resolve “stiction” creates a temporary improvement. A lubricant can relieve the dragging effect for only a short time. Lubricants are not designed to remove the sticky burnt oil residue which is the cause of “stiction” in injectors. Stiction symptoms may return a short time after a lubricant has been added.

BEFORE YOU INSTALL

- Always wear eye protection.
- Keep a dry chemical (Class B) fire extinguisher near the work area.
- Place a “CAUTION FLAMMABLE” sign in the work area.
- Work in a well-ventilated area. Do not smoke, and keep sparks and open flames away.
- Use caution when working near the catalytic converter to prevent the possibility of burns or fire. Temperatures at the converter can exceed 1000 degrees F (537 Degrees C).
- Disconnect the negative battery cable (except when performing tests where battery voltage is required.)
- Use a suitable container to catch and store fuel.
- Do not replace fuel pipe with fuel hose.
- Plug all disconnected fuel line fittings and hoses.
- ALWAYS inspect for fuel leaks after repairing any part of the fuel system.

TIPS

- Refer to a vehicle-specific service manual for safety, diagnostic and replacement procedures. You can also find specifications such as fuel system pressure relief, injector balance tests, back-leakage tests, priming or bleeding procedures and torque specifications.
- Failure to follow safety precautions may result in serious injury.
- Do not work on a diesel fuel system until the pressure has been released and the engine has cooled. Fuel in the high-pressure fuel system is hot and under very high pressure. Fuel that is under high pressure may cause cuts. Contact with hot fuel may cause burns.
- Fuel injector wiring carries high voltage to operate the fuel injectors. Contact with exposed fuel injector wiring may result in electrical shock. Use care when working on or around energized fuel injector wiring
- Refer to the vehicle manufacturer’s technical service bulletins before attempting replacement of injectors. Follow service bulletin procedures if your vehicle symptoms match those in the bulletin.
- Fuel injection equipment is manufactured to precise tolerances and fine clearances. To prevent fuel system damage, cleanliness must be observed when working with these components.

BEST MAINTENANCE PRACTICES

- Proper servicing of the main fuel filter and the water fuel separator filter is critical. It’s also very important to use clean diesel fuel that is free of water or contaminants. Changing the fuel filter at the correct intervals as specified by the O.E. manufacturer will help protect the fuel system from contaminants. Re-fueling from a high volume fuel retailer increases the chances of good fuel quality.
- Always change oil and oil filter at the recommended intervals as stated by the O.E. manufacturer’s service manual.



SKILL LEVEL:

Service Technician

B

or higher

GOT QUESTIONS ABOUT THIS PART?
CALL 888-280-8324

Monday - Friday