

COMMON RAIL INJECTORS (CRI) INSTALLATION TIPS

1. Clean injector bores and remove contaminants from the bore.
2. Make sure nozzle gasket is in place.
3. Do not use anti-seize as a lubricant.
4. Replace high pressure pipes.
5. Torque CRI hold downs to OEM requirements.
6. Torque high pressure pipes to OEM requirements.

The most common causes for premature CRI failure after installation are: the ingestion of contaminants at installation and improper installation and are not subject to warranty. After remanufacture these CRI injectors are tested for the following on the latest test equipment and these requirements are recorded for each S/N produced.

1. High pressure fuel leaks
2. Solenoid operation at full load, midrange, idle and starting.
3. Full load fuel delivery and return fuel flow.
4. Midrange fuel delivery and return fuel flow.
5. Idle fuel delivery and return fuel flow.
6. Starting fuel delivery and return fuel flow.

If any of these parameters are not met these CRI will not pass the OEM or our testing requirements.



PHOTO 1

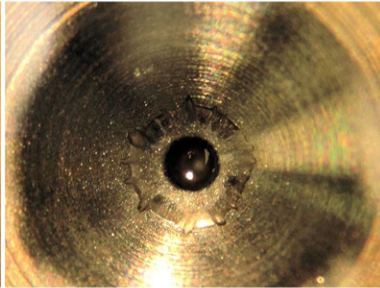


PHOTO 2

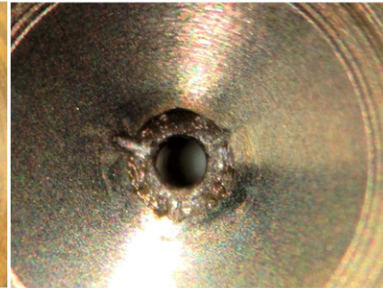


PHOTO 3

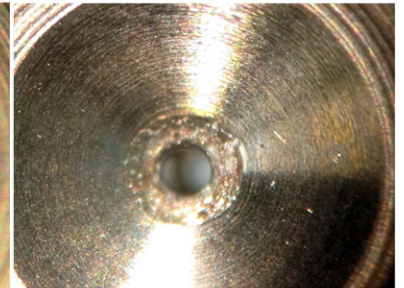


PHOTO 4

PHOTO 1: Ball seat - Ball measures .0525" (1.335 MM).
Ball must seal and hold pressure in excess of 1500 BAR (21,750 PSI)

PHOTO 2, PHOTO 3, & PHOTO 4: Illustrates damaged seats caused by fuel containments.