

febi 40135

46527, 177626



To Fit:

Various Volkswagen, Audi, SEAT, Skoda & Ford models equipped with the 1.2, 1.4, 1.9, 2.0 & 5.0 TDI engines with unit injectors



EN

Injector Nozzle Repair Kit

Problem

Engine is misfiring and performance is affected. Oil dilution, increased engine oil level.

Cause

The injector rocker arm is wrongly adjusted, causing the unit injector not to operate correctly.

Hardened 'O' ring injector seals, allowing fuel to mix with the engine oil.

Solution

Although new injectors come complete with new 'O' ring seals, both the heat insulating seal and the 'O' rings must be renewed if a unit injector is removed from the cylinder head and reused. The three 'O' rings and the heat shield seal, along with the securing clip, must be seated correctly when a new unit injector is installed.

When renewing the seals on an injector, carefully lever off the old 'O' rings, ensuring no burrs are left on the seating.

Always use assembly sleeves when fitting the 'O' rings to stop them twisting upon installation. Noting the correct position of each 'O' ring to the grooves, place it with the thickness reducing in the direction of the injector nozzle, then finish by fitting the new heat shield seal together with the securing clip.

For more technical information please visit: partsfinder.bilsteingroup.com

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When maintenance is performed on these diesel engines, the unit injector has to be adjusted; and the adjustment screw in the rocker arm and the unit injector ball stud must also be renewed.

With very great care, install the injector seating into the cylinder head, and push the unit injector evenly into the cylinder head onto its limit stop. Then insert the tensioning block in the slot on the side of the unit injector and align.

Note: If the unit injector is not at right angles to the tensioning block the securing bolt may loosen, potentially damaging the unit injector or cylinder head.

Fit a dial gauge onto the adjustment screw of the unit injector and then check the injector rocker arm adjustment. Turn the crankshaft in the engine's direction of rotation until the roller of the rocker arm is positioned on the peak of the drive cam.

Note: the roller side must be positioned at the highest point, and the dial gauge positioned at the lowest point.

Remove the dial gauge and turn the adjuster screw into the rocker arm until significant resistance can be felt (unit injector is at the limit stop).

Turn the adjustment screw (225° 1.2 & 1.4) (180° 1.9, 2.0 & 5.0) back off the stop, hold the adjuster screw in this position, then tighten lock nut to 30 Nm.

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