



# WARNING



Not following the instructions below may result in damage of the product supplied by us and refusal of the claim due to improper installation of the product.

## BEFORE INSTALLING THE CR INJECTOR, THE FOLLOWING STEPS MUST BE CONDUCTED UNCONDITIONALLY:

- > Thoroughly clean the nozzle bearing area.
- > Only install injectors using new heat washers.

### DISCLAIMER!

Before installation, make sure that there are no mechanical impurities in the system (typically in the case of a mechanically damaged pump) that would lead to irreversible damage to the remanufactured injectors.

<b>1</b>	Replace high-pressure tubes.	
<b>2</b>	Replace fuel filter.	
<b>3</b>	Carefully inspect and clean fuel tank and fuel system. Perform diagnostics on the CR pump, which affect the CR injectors function, and clean the rail.	
<b>4</b>	Check the correct pump pressure.	
<b>5</b>	Use new original injector holder screws (due to breakage of the screw). Observe the tightening torques of the bolts the injector bolts as specified by the manufacturer.	



**BEWARE!** – for remanufactured injectors, universal washers are provided. These washers may not be suitable for all vehicle models. It is necessary that the technician performing the installation selects the appropriate washers for the specific model.



Some of injectors must be coded before installation. Code is usually in the protocol or on the body of the injector. To avoid any issues use original diagnostic equipment!

The compensation code of the injector is used to compensate for tolerances that arise during its overhaul.

Failure to enter the compensation code into the ECU may result in:

- > Engine knocking
- > Irregular fuel dosing
- > Irregular engine flow
- > Display of the check engine light on the dashboard


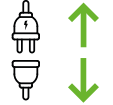
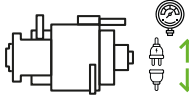
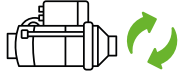
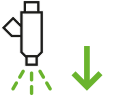


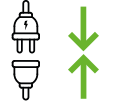


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**RECOMMENDED INSTALLATION PROCEDURE:**

1	Fill the fuel filter with fuel to its maximum capacity and fit it to the car.	
2	Do not connect high pressure pipes or electrical connectors to the injectors.	
3	Disconnect the common-rail pump pressure regulator connector.	
4	Turn the engine via the starter until fuel appears at the end of the high-pressure pipe (unconnected pipes at the injectors).	
5	If clean fuel is flowing out (system is without air), connect the high-pressure pipes to the injectors.	
6	Turn the starter for about 5 to 10 seconds (without connecting the electrical connectors at the injectors) – this will allow fuel to reach the injectors.	
7	Use the diagnostics to read the fuel injection system parameters. The pressure in the rail should reach between 1350 and 1800 bar. In case of lower pressure, the common rail pump also needs repair.	
8	Connect the connectors to the injectors as well as to the pump pressure regulator.	
9	Only for types that require coding. Using diagnostics, enter the new codes (C2i codes/C3i/IMA/ISA codes from the injector labels or test report) into the central control unit (ECU) in the correct order (each injector has its own code).	
10	Start the engine.	

**Common reasons for unjustified claims**

Examples of remanufactured CR injectors damaged after just a couple of kilometres due to inexpert installation.



**Damaged injector seals**

Poor tightening of the injector in the engine, or insufficient lubricated rubber band during installation. Causes purging from the cylinder head, and then the injector malfunctions.

**Damaged fuel overflow**

Caused by an incorrectly fitted overflow hose.

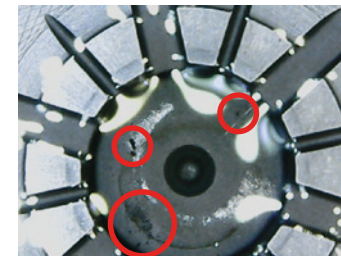


**Damaged feed screw**  
Thread pins can damage the valve.



**Internal impurities in the injector**

The reason for impurities in the injector is poorly cleaned fuel system (fuel pipes, filter, rail and tank).



**ATTENTION!**

80 % of claims on reman fuel injector defects are caused by a dirty fuel system or dirty fuel pump.

