Installation manual for PD/UIS INJECTORS

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:

- \longrightarrow Clean the nozzle bearing area.
 - → Install injectors using only new heat washers.

	Replace the fuel filter.
2	Clean the fuel system (including fuel inlets) and fuel tank.
3	Contact area - grind the sharp edges. This will prevent damage to the sealing rings.
4	Only use new fixing screws.
5	Replace the wiring harness leading to the PD injectors in the cylinder head.
6	 Apply the dial gauge on the adjustment screw of the UIS unit. Rotate the crankshaft in the direction of the rotation of the engine, until the roller of the oscillating lever is on the end of the control knuckle. A) The side on which the A-arrow roller is located is at its highest point. B) The comparator B-arrow is at its lowest point.
7	Remove the dial gauge. Screw the adjusting screw into the rocker until you feel a certain resistance (the UIS pump unit is located on the stop). Once the stop is reached, unscrew the adjustment screw by turning it: According to manufacturer's specification (according to engine type)
8	Hold the adjustment screw in this position and tighten it to the manufacturer specified tightening torque.

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Common reasons for unjustified claims

Examples of remanufactured PD/UIS injectors damaged after just a couple of kilometres due to inexpert installation.



Damaged gasket

Insufficiently lubricated rubber band during installation. Causes blowing out of the cylinder head, and then the injector malfunctions.



Damaged internal element Due to bad torque tightening of the injector.



Uncleaned contact area surfaces Insufficiently cleaned and leveled.



ATTENTION!

60 % of claims on reman PDE / UIS injectors are not justified due to wrong installation. Follow the instructions and use proper equipment.



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