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TECHNICAL REPORT

Injector components for 1.4 and
1.6 HDI PSA engines



01

REASON

Inform the client about the components available for the repair of injectors in 1.4 and 1.6 PSA engines.

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DESCRIPTION

These components are aimed at the 1.4 and 1.6 HDI engines of the PSA group, widely used.

This type of engines has a trend to generate remains of cinder and soot which end up mixing with oil.

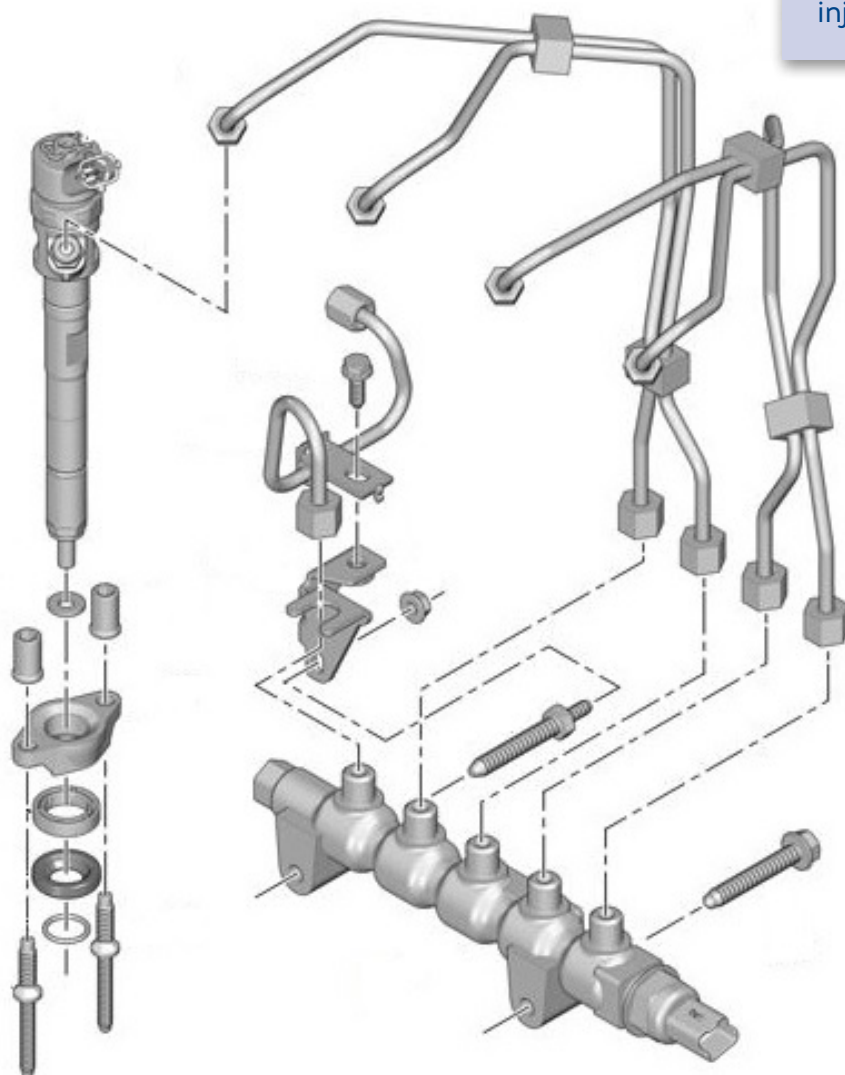
One of the main reasons is leak of gases through of copper washers where injectors are seated. This happens since copper washers are in charge of preventing burned gases which are inside cylinders from arriving at the top of the cylinder head where we have oil that lubricates camshafts and lifters.

The cause of gas leaks in this area is not the washer itself, but the load relaxation generated by the bolts that hold the injector to the cylinder head. The way to diagnose if this is happening is to listen to see if there are firing blanks in that area



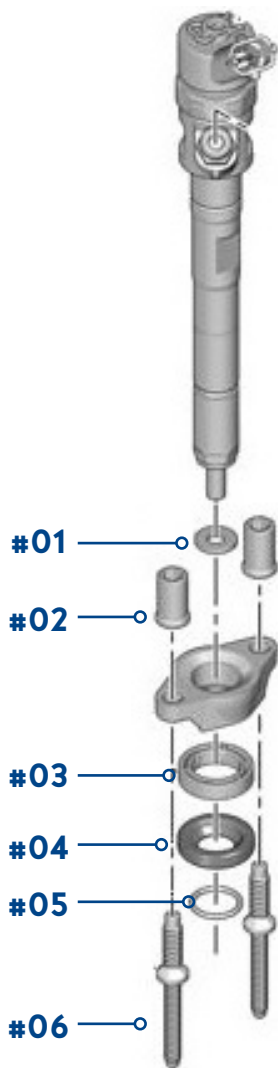


To solve this fault, it is necessary at least to remove the injectors and **change the washer** and gaskets that are installed in this area, as well as the nuts and studs that hold the injectors.



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AVAILABLE COMPONENTS



#	COMPONENT	OEM	AJUSA
01	copper washer	1981.85	21031000
02	injector retaining nut	1981.63	--
03	injector protector	1982.99 / 1609848080	--
04	injector oil seal	1982.A0 / 1609848280	01498800
05	stop ring	1981.64 / 1609848880	--
06	injector retaining stud	1982.83	--

ASSEMBLY

For the repair of this injector fault and replacement of the attached components you must **follow the next steps**:

Remove the fuel inlet tube from the injector.

Remove the injector retaining nuts.

Extract the injector and remove the copper washer from the injector end.

Clean carbon and put it in a can with diesel so that the injection nozzle does not remain in the air during the repair.

Remove the injector seal and protector, then clean it from carbon and dirty.

Clean and repair the support surface of the injector on the cylinder head using a reamer tool.

Replace all the components mentioned in the table above with new ones.

Tighten the injector holder to 5 Nm + 65°±5°.

Tighten the fuel inlet pipe union to the injector in 2 stages: 1) 20 Nm y 2) 25 Nm.

03

OTHER RECOMENDATIONS

Due to the **issue produced by cambon deposits** on the oil previously mentioned, it is fully necessary to follow the above mentioned steps and to replace the components included in our **kit OPK00010** or **OPK00020** to ensure a completely and enduring repair.

Oil-filter vacuum pipe + pump gasket + bolts

Oil feed pipe + inlet and outlet fittings + copper washers of fuel injectors.

Oil drain pipe to sump + grip + turbocharger gasket.

Gasket from turbocharger to exhaust manifold.



Do not miss our specific technical report on the OPK00010 kit where we explain everything you need to know for its replacement!