

Ford 6.0L Injector Failure Analysis + Installation Information



INJECTOR REMOVAL

When removing an injector for replacement, examine it for the common failures listed below. This can help avoid a repeat of the problem causing injector replacement.

INJECTOR BLOW BY

A build-up of black carbon in the area shown is an indicator or poor sealing between the injector and the injector sleeve. Often proper cleaning of the injector and injector sleeve along with installation of a new external injector seal kit will take care of the problem with this injector. After cleaning, examine the injector sleeve for any cracks, which can lead to engine coolant contamination if a cracked sleeve is not replaced.



IMPROPER OIL RAIL INSTALLATION

Improper installation of the oil inlet fitting can damage the sealing rings. Be sure to examine the oil inlet fitting for damage and use care in alignment when installing a replacement injector. Also, examine this area in the injector being replaced for signs of metal debris which is an indicator of problems along the fuel supply system and can cause injector failure.



FUEL CONTAMINATION

Discoloration, pitting or other markings in the area shown is an indicator of contaminated fuel. Fuel system flushing is recommended prior to installing a new injector.



INJECTOR INSTALLATION

1. Remove and install the injector using hand tools only.
2. Make sure the old copper compression gasket was removed.
3. Clean the injector sleeve compression gasket and o-ring sealing areas.
4. Remove any fluid from the injector hold down bolt hole.
5. Lubricate the injector o-rings with clean engine oil.
6. Install the injector and tighten the hold down bolt to the correct torque.
 - Early build with a T40 Torx bolt 24 lb. ft.
 - Late build with a T45 Torx bolt 26 lb. ft.
7. Lubricate the oil rail tubes with clean engine oil, align the tubes to the injectors and seat the rail by hand.

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DIPACO PRODUCT INFORMATION

(Continued from front side.)

8. Change the engine oil, oil filter, Horizontal Fuel Conditioning Module (HFCM) fuel filter, and the engine mounted secondary fuel filter.
9. Check that the Powertrain Control Module (PCM) and Fuel Injection Control Module (FICM) have the latest calibration update applied.
10. Check for a minimum 45 PSI fuel supply pressure.

Additional resources can be found at www.dipacodtech.com/DTech-Product-Information-Bulletins.

Notice: Injectors submitted for warranty that are damaged by contamination or with combustion blow-by are not covered under the DTech warranty.

DTech injectors are covered by a two year, unlimited mileage warranty. Complete warranty information can be found at www.dipacodtech.com/warranty.

DIESEL FUEL PUMPS, INJECTORS AND ACCESSORIES

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