

Dodge 6.7L Injector Installation Tips + Correction Code Programming



Certain Dodge/Ram 6.7L injectors have a six digit injector correction code that must be entered into the Engine Control Module (ECM) during the installation process using a scan tool. Two injector applications, DT670008R and DT670009R, do not require the codes. **Failure to enter the code into the ECM may result in engine operation complaints.**

Perform a fuel system inspection prior to installation of replacement injectors. If rust, contamination, or metal particles are found the fuel system must be cleaned including the tank, filter housing, supply lines, and the high-pressure system. **Failure to completely clean the complete fuel system can result in immediate or repeated short-term injector failures.**

INSTALLATION TIPS

1. Use caution when working on the fuel system to prevent injury. The high-pressure side of the fuel system is pressurized up to 28,000 PSI and the injector wiring high voltage is approximately 90 volts. Make sure the engine is off, the high-pressure has bled down and the engine has cooled off prior to working on the fuel system.
2. DTech fuel injectors have tolerances measured in microns. It is important to work in a clean manner to prevent contamination of the fuel system to prevent premature failures. Clean the engine area around the fuel system prior to removing any fuel system components. Before assembly, inspect each component for dirt, grease, or other contaminants and clean as necessary.
3. Inspect the high-pressure inlet connector inlet edge filter for contamination; replace if any is present. Inspect the inlet connector's outlet sealing surface for wear, uneven seating area, or small erosion lines in the sealing area; replace if any are present. Install a new o-ring on the inlet connector.
4. Make sure that the injector bore is clean and that the old nozzle-sealing washer has been removed.
5. Lubricate the injector body o-ring with clean engine oil and install the injector into the cylinder head with the fuel inlet facing the high-pressure inlet connector bore in the cylinder head. Seat the injector by pushing down on the injector mounting flange.
6. Install the hold down clamp, initially torque the hold-down bolt to 44 in-lb (5 Nm), to seat and center the injector. Then loosen the bolts leaving them threaded in place.
7. Install the high-pressure inlet connector and tighten the retaining nut to 11 ft-lb (15 Nm).
8. Tighten the hold down bolt by alternately tightening each until the final torque of 71 in-lb (8 Nm) is reached.
9. Torque the high-pressure inlet connector retaining nut to 37 ft-lb (50 Nm).
10. The injector electrical connection nuts are torqued to 11 in-lb (1.25 Nm). Do not over tighten the nuts or the terminal post will break.
11. Torque the injector line nuts to 37 ft-lb (50 Nm).

(Continued on reverse side.)

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DIPACO PRODUCT INFORMATION

(Continued from front side.)

PROGRAMMING THE CORRECT CODE ENTRY

1. Turn ignition switch "ON".
2. Using a diagnostic scan tool, select ECU View > PCM > MISCELLANEOUS FUNCTIONS.
3. Select Injector Quantity Adjustments and click Start.
4. Choose appropriate cylinder number and click next.
5. Click on Show Keyboard. **NOTE:** A fault code will be set if incorrect serialization codes have been entered.
6. Input the injector correction code and click enter.
7. Review code as it was typed, then click Next if correct, or edit if necessary.
8. Repeat the preceding steps for other cylinders as necessary.
9. Once all injector correction codes are entered, cycle the ignition to complete.

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