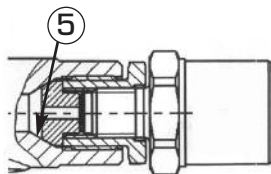
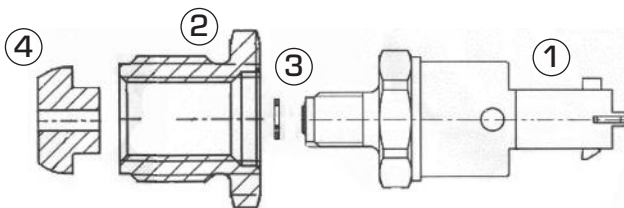


## Fitting Instructions



Current assembly



### New assembly

- A** - Intermediate piece  
**B** - Sealing ring  
**C** - Rail pressure sensor (RPS)

### Disassembly

1. Remove rail pressure sensor (1) from the retaining screw (2)/ control block and then remove the sealing ring (3).
2. Remove the retaining screw (2) from rail/control block then clean the retaining screw with cleaning fluid for re-use. Remove the intermediate piece (4) out from the rail/control block - this is not to be re-used.
3. Clean the rail sealing surface (5) with cleaning fluid.
4. Replace the intermediate piece (4) with (A) which is in this new set.

### Assembly

1. Put the new intermediate piece (4) into the retaining screw (2). **Important** - put some grease (Molykote PG54) on the tread of retaining screw.
2. Screw the retaining screw together with the new intermediate piece into the rail/control block.  
**Important** - tightening torque must be each 60Nm +/- 20Nm.

3. Put the new sealing ring (3) on the rail pressure sensor (1). The sealing ring has to be stuck to the RDS with grease (Molykote PG54) before assembly otherwise the seal could induce leakage at high pressure due to wrong positioning of the seal.

4. Screw the new RDS (1) together with the new sealing ring (3) into the retaining screw (2)/ control block. **Important** - tightening torque must be each 25Nm +/- 2Nm.

5. Connect the electrical connection of the RDS again.

6. Once complete, start the engine. Read the fault code memory. There could be a fault code telling of a rail pressure fault. Erase fault code memory and take a test drive.

7. After test drive read the fault code memory. Now there must be no more faults regarding the rail pressure sensor. **Important** - It may take some time to get air out of the hydraulic system.

8. Finally check that there is no leak between the retaining screw and rail pressure sensor. **Important** - the rail pressure can reach a level up to 135MPa/ 1350 bar.