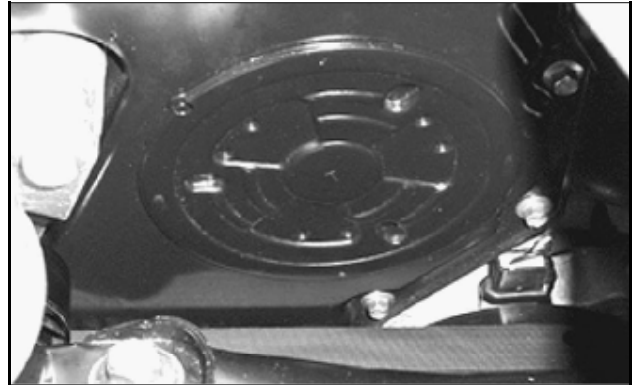
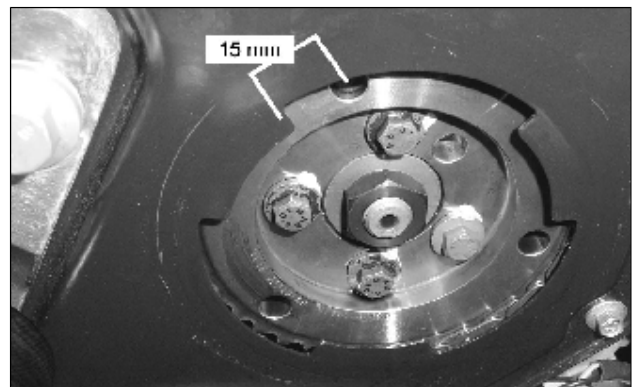


HIGH PRESSURE PUMP

- Using the special tool **YDT217** remove the fuel pump sprocket access cover.



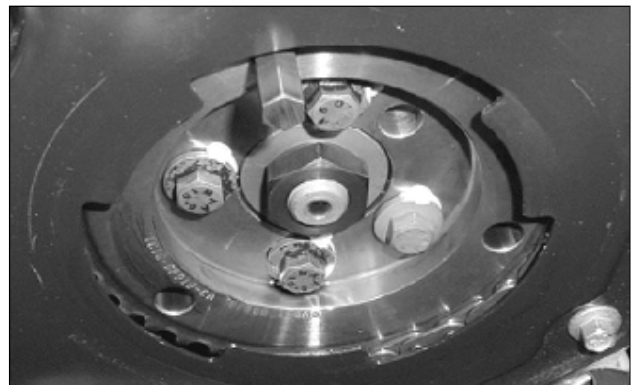
- Turn the engine until the centre of one of the holes in the pump pulley is 15 mm from the edge of the slot in the timing case cover.



- This will enable a torx bit to be inserted into the pump flange securing bolts through the pump sprocket.

Note: Only rotate the engine in a clockwise direction.

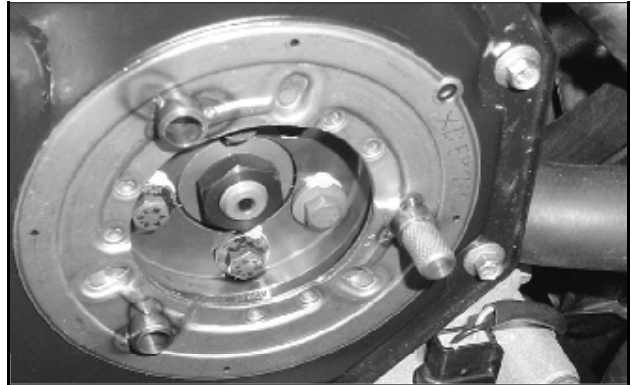
- Fully slacken the pump mounting bolts. They cannot be removed through the pump sprocket, but should be retained by the sprocket in the holes in the engine block.



II REMOVAL / REFITTING

HIGH PRESSURE PUMP

- Using the special tool **YDT218** and associated adapters **YDT219** lock the pump drive sprocket in position.



Note: The holes in the special tool are offset to those in the pump sprocket. Use one standard and two offset pins, the standard pin at the top.

- Slacken and remove the pump sprocket retaining bolts.



- Remove the bolts securing the pump support bracket to the engine and remove the pump complete with the bracket and low pressure pipes.



HIGH PRESSURE PUMP

- Remove the low pressure supply and return pipes, the pump crash shield, and the pump support bracket from the pump ready to fit to the new unit. Plug all opened orifices with the associated protection plugs from the service kit.
- Remove and discard the pump flange gasket.

**14.2 Refit Of The High Pressure Pump**

- Refit the low pressure pipes to the pump.
- Refit the crash shield to the pump and tighten the two top securing bolts to 8 Nm.
- Refit the pump support bracket to the pump but do not tighten the mounting bolts at this stage.
- Using a new pump flange gasket refit the pump and bracket to the engine, again do not fully tighten the bolts at this time.



II REMOVAL / REFITTING

HIGH PRESSURE PUMP

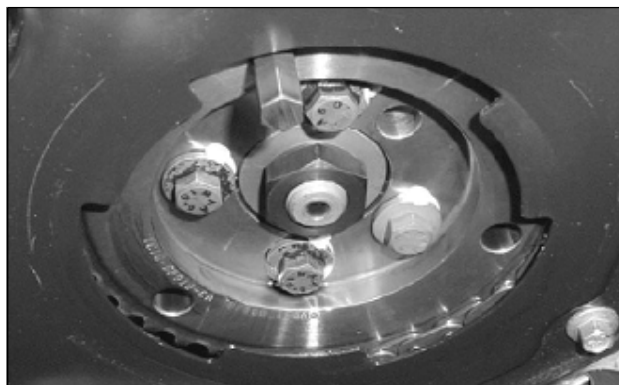
- Rotate the pump drive shaft to allow the pump sprocket retaining bolts to be refitted. Do not tighten the bolts at this stage.

Note: The pump to sprocket mounting holes are offset so that they will align in one position only.



- Remove the special tool from the fuel pump sprocket and refit the pump mounting flange securing bolts. Torque to 22 Nm.

Note: It may be necessary to rotate the pump drive shaft to align the sprocket holes correctly for this procedure.

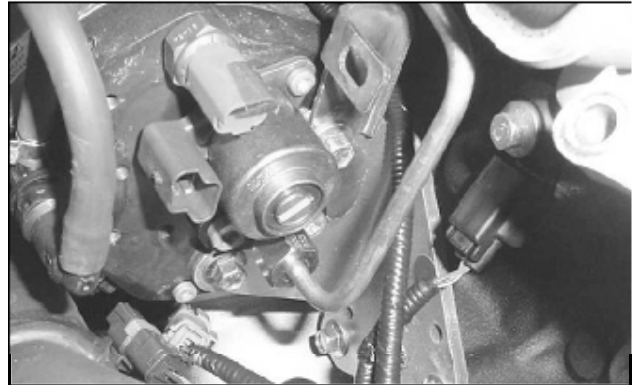


- Tighten the pump sprocket mounting bolts to 32 Nm.



HIGH PRESSURE PUMP

- Tighten the fuel pump support bracket bolts on the engine block to 23 Nm.
- Tighten the fuel pump support bracket bolts on the fuel pump to 33 Nm.



- Refit the bolt securing the low pressure pipe mounting bracket to the engine block (*if necessary retighten the bolt through the pipe clamp to 9 Nm*).
- Remove the protection plugs and reconnect the low pressure fuel supply and pump backleak pipes.
- Referring to [section 7.4](#), replace the pump to rail high pressure pipe.
- Using the special tool refit the pump sprocket access cover.
- Refit the EGR pipe using new gaskets.
-
- Referring to [section 16.5](#) or [section 17.2](#) fit a new fuel filter and bleed the low pressure fuel system.
- Referring to [section 6](#).
- Refit the Inlet manifold and associated components.
- Refit the engine upper cover.
- Reconnect the battery and initialise the door window motors, reset the audio system code and presets.
- Pack old components carefully following the instructions for their return from the network.