

INFORMATION ONLY

Guideline for the assembly of nozzles together with nozzle holders (NHA)

Document: T001

Revisions:

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1. Cleaning of the nozzles:

New or rebuilt nozzles should be cleaned from any rust-preventative oil or grease using clean gasoline or diesel fuel. Dip nozzle in clean diesel fuel before inserting it into the holder.

Nozzle needle and nozzle body are jointly lapped and must remain as one unit.

2. Slide test:

Hold the nozzle body at an angle of 20°-30° and pull the needle out ~1/3. The needle should then slide back into the needle seat (by its own weight). Repeat this test three (3) times turning the needle 120° each time.

3. Assembly of the nozzle into the nozzle holder:

Place the nozzle centrally on the sealing face of the nozzle holder and screw on cap nut by hand. The sealing face should be clean and undamaged.

ATTENTION:

For nozzle holders with dowel pins, the nozzles must be assembled in such way that the dowel pins are perfectly aligned with the dowel holes of the nozzles. Tighten by using a torque wrench with the below specified torque.

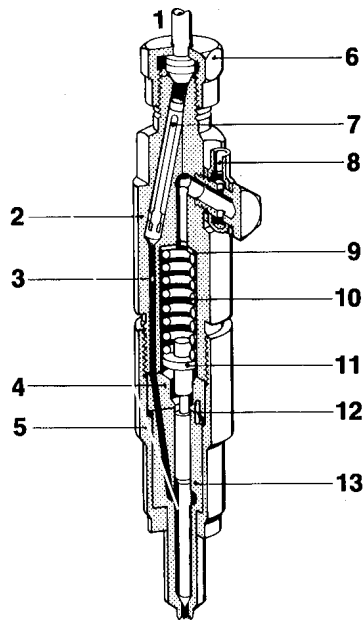
The opening pressure can be adjusted by inserting different sized (pressure) adjusting shims.

The specified torque for the cap nut depends on the nozzle types:

DLLA P: **30 - 50 Nm** (e.g. AmBoss 2 138 226 ...)

DLLA S: **50 - 90 Nm** (e.g. AmBoss 2 138 326 ...)

1. Delivery line
2. Nozzle holder body
3. Pressure line
4. Shim
5. Cap nut
6. Swivel (male) nut for delivery line
7. Rod filter
8. Fuel leakage line connection
9. (Pressure) adjusting shim
10. Pressure spring
11. Pressure bolt
12. Positioning pin
13. Nozzle



The installation of the NHA into an engine must be done according to the engine manufacturers' specification, **taking particular care to ensure the seat in the cylinder head is clean and free from foreign matter.** Please see your engine operating instructions or service manual or contact the engine manufacturer for detailed information!

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