

# APTB 01/15 R1

## SUBJECT: EPS 205 Operating Instructions for 6.4L Ford® / MaxxForce® 7 Common Rail Injector

### November 16, 2015

1. Start the EPS 205.
2. Install 12 x 1.5mm adapter to the high–pressure hose. (Figure 1)
3. Install O–ring to injector body if not present.
4. Lubricate O–rings on body and return fuel collector with calibrating fluid. Slide over injector until it bottoms out.
5. Install injector into EPS 205.
6. Attach high–pressure hose and tighten to 25–30 Nm.
7. Attach adapter to nozzle.
8. Slide catch bar to support injector and clamp tight.
9. Install return hose 1 680 712 360 to the upper right return hose socket on the bench. Attach quick–connect fitting to return collector. (Figure 2)
10. Install 6.4L harness to bench. Plug connector into injector. (Figure 3 and Figure 4)

**Important:** The connector has a protruding tang that must be installed UP on the injector. Reversing it will cause permanent damage to the piezo stack.

11. Select “A2C595AP64900” or “A2C595AP64901” from the test plan list.
12. Operate the test program.
13. When the leak test calls for removing the fuel adapter, make sure to slide the catch bar upwards to support the edge of the return fuel collector.
14. After completing the test cycle, and prior to saving the test results, select the “Actuator Resistance” button and allow the resistance test to operate. Recorded resistance should be between 160kΩ and 220kΩ. If the injector falls out of this range, it should be flagged as defective.

R1– Added MaxxForce 7 (Post 2010) and revised resistance spec

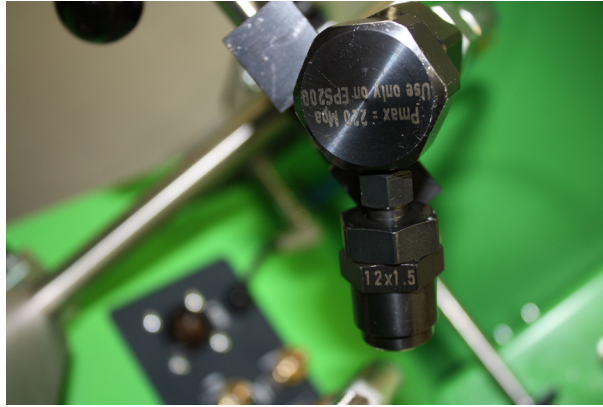


Figure 1

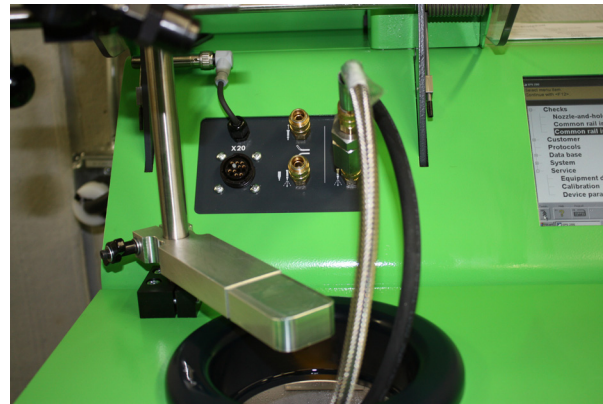


Figure 2

Correct

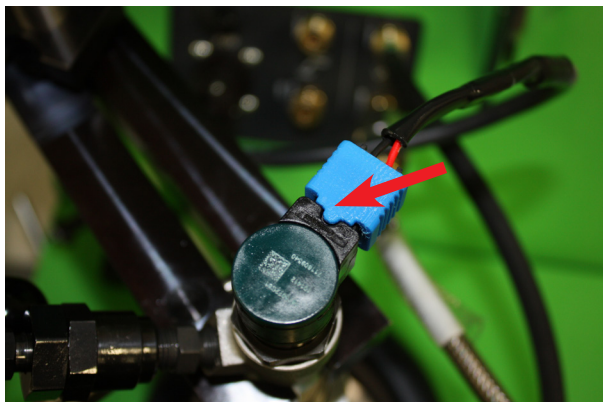


Figure 3

Incorrect

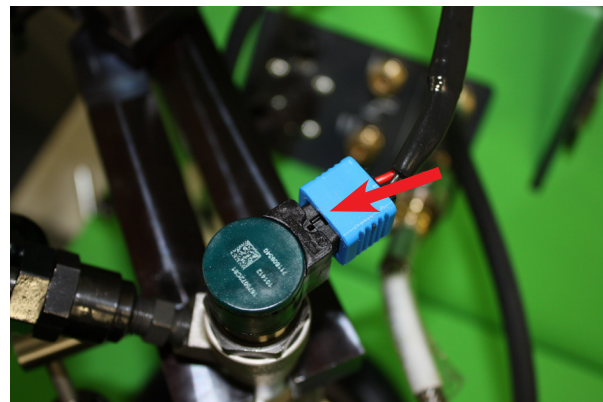


Figure 4