

Swamp's Diesel Performance

Competition Parts For Your Diesel

304-A Sand Hill Rd.

La Vergne, TN 37086

Tel 615-793-5573 or (866) 595-8724/ Fax 615-793-5572

Email: dave@swampsdiesel.com



Drain the coolant from the engine before removing the injector cups.

The injector cup puller kit consists of the following items: Top left is a piece of pipe and a bolt and washers used as a forcing screw. Bottom left is the tap and its guide, center is the puller, and right is the installation tool.



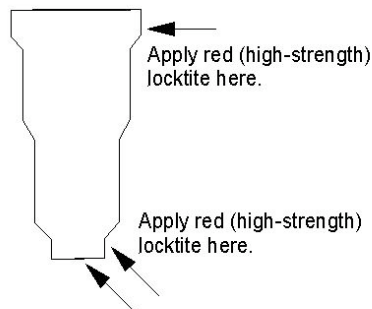
Stuffing a small piece of paper towel into the bottom of the cup before tapping will help keep metal shavings out of the cylinder. Slide the guide over the tap, insert the tap into the head, and start turning the tap until you cut 6-8 full threads, or 8-10 turns. If the tap starts getting very tight, call it good. Remove the tap. The brass from the cup is a lot softer than the cylinder wall or piston rings, so don't worry if small shavings do fall through the hole into the cylinder.



Next, screw the puller down into the cup. Do not try to get it tight—if you do, it may expand the cup, jamming it against the wall of the bore, making it harder to pull out.



Now, put the pipe over the puller, stack up some washers, and screw the bolt down to start extracting the cup. Pay attention that you do not bottom the bolt out in the puller when you are tightening it!



Apply red (high-strength) locktite to the outside of the cup as shown above, slip the cup onto the installation tool, and drive it down into the head with a hard hammer (not a soft / deadblow hammer) until you feel the cup bottom out and hear it “ring”. Allow the locktite to set up overnight before filling the engine with coolant or starting the truck.

Please ship the kit back to us as soon as you finish with it!

Swamp's Diesel Performance
304-A Sand Hill Rd.
La Vergne, TN 37086

615-793-5573