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Injector seals

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05-02-2012, 02:38 PM

#1

DBESTGTI

Formula 3000
Champion



Drives: 2011 Stage 2 GTI
 Join Date: May 2011
 Location: Colorado Front Range
 Posts: 4,140

Injector seals

With all the talk of intake manifold replacements, removing the intake to clean valves, ect. I thought I'd quickly document injector seals on a car I put an intake manifold on yesterday.

If you get lucky the injectors stay in the head and pull out the rail, that simple, pop the o-rings off and plastic washer under it and replace them (make sure the washer is the facing the same way). Lube up the o-ring before sliding the manifold with the fuel rail back on. That's the simple part, I'm not going into any more detail than that about it.

This is for if the injectors pull out of the head. Being a direct injection engine there is a 1 time use tephlon seal that seals the injector directly into the combustion chamber. If it pulls out of the head replace it.

Here's the tool





Here's the injector taken out.





Carefully cut the seal off with a razor blade.





Use some gas on a rag and clean the injector tip, make sure you clean the end good to make sure none of the nozzles are blocked.



This is where the tools come into play, you need the little pointy piece and the 3 circular bushing looking things. The pointy cone lines up with the tip of the injector.



You slide the tephlon seal onto the pointy part and it will stretch it out so it can slide over the end of the injector.



From here it'll sit into place but it's not usable yet because you stretched it out, it won't fit in the head without damaging something.



This is where the bushing looking pieces come in, the insides are tapered slightly. Start with the largest one and basically turn it back and forth while pushing it down. Once the big one goes on move onto the smaller one.



You're doing this to compress the seal back down to the proper size so they fit correctly. You can't do this by hand, you will not get the fit right. After cleaning out the injector hole in the head slide it back into place, do not lube it.





quote

05-02-2012, 02:43 PM

#2

crew219

FIA GT Newbie



Drives: OEM CPO TTRS LOL
Join Date: Mar 2011
Location: Chili
Posts: 885



Nice writeup 👍👎👍

quote

05-03-2012, 03:57 AM

#3

Swoope

Touring Car Newbie



Drives: 15 GTI PP DSG CS /
Rx8 track car
Join Date: Jan 2012
Location: orlando
Posts: 203

knowledge is power, nice!!!!

beers

quote

05-04-2012, 02:21 PM

#4

ViRtUaLheretic

FIA GT Champion



Drives: 2009 GTI
Join Date: Jan 2011
Location: KC, MO
Posts: 1,052



quote

FWIW FSI injector seals do not work on TSI injectors, found that our the hard way

APR stage2::**BSH** - Intake,Mounts,TB Pipe,RSB::**Eurojet** Ceramic Coated TBE::**Phoenix Rising** - FMIC::
Devils Own DVC-30 5xDO1::**Neuspeed** ::**Whiteline**::**BC Racing** - BR coils::**OSIR**::**HPA-DSG**::**INA**::
Flik FTDs::245x40x17::**Unibrace**::**Bildon**::**Porsche** 17z BBK::**Hawk** - HPS::**034**::**Tyrolsport**::

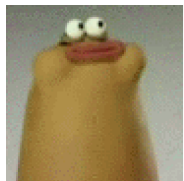
[Read this for TSI INFO/FAQ](#)

05-04-2012, 02:25 PM

#5

omes4life

Rally Car Newbie



Drives: 2010 GTI
Join Date: May 2010
Location: Bay Area, CA
Posts: 302



great writeup!

Quote:

Originally Posted by **Hilfloskind** [➤](#)
The forge atmospheric blow off valve is required for vtec to kick in

quote

05-04-2012, 02:58 PM

#6

DBESTGTI

Formula 3000 Champion



Drives: 2011 Stage 2 GTI
Join Date: May 2011
Location: Colorado Front Range
Posts: 4,140



The FSI injectors are different, the seals instal exactly the same way with the same tool. Some of the early TSI's had a stupid setup that you needed parts from but FSI and TSI injector kits to get all the right parts.



quote

05-04-2012, 05:32 PM

#7

Sspcivic31

FIA GT Champion



Drives: Ko4'd 2010 CSG 4dr GTI
Join Date: Oct 2011
Location: Texas
Posts: 983



Do us all another solid, and measure the bore of the three knurled seal formers 😊. I'm measuring the old seals on the injectors and the final diameter looks to be about 5/16". It would be real nice if i could just drill 3 holes in a piece of aluminum to form these things.
Thanks!

APR Ko4
Buy a VW, run some logs.
12.480 @ 114.09 V2.1 😞
12.481 @ 114.91 V3.0 😞
136.61mph Wannagofast Horseshoe Bay 1/2 mile

quote

05-04-2012, 05:41 PM

#8

DBESTGTI

Formula 3000 Champion



The holes are tapered, that's how they compress the seals as you slide those over it, the hole gets smaller making it compress. Drilling a hole wont work.



Drives: 2011 Stage 2 GTI
Join Date: May 2011
Location: Colorado Front Range
Posts: 4,140



quote

05-04-2012, 06:20 PM

#9

Stocktastic

Formula 3000 Driver



Drives: I gotter meotter.
Join Date: Aug 2010
Location: Wilmington, NC
Posts: 2,997



How much is that tool?

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Current: 2013 Grabber Blue 5.0 | 6MT | Brembos | Track Pack | Recaros
1997 Montego Blue Miata | 14x7 RPF1s | Megan Racing EZ Streets | Falken Azenis RT-615K | BossFrog Clearview MAXX



quote

05-04-2012, 06:20 PM

#10

crew219

FIA GT Newbie



Quote:

Originally Posted by **Stocktastic**

How much is that tool?

<http://www.ecstuning.com/Volkswagen-...Fuel/ES261581/>



Drives: OEM CPO TTRS LOL
Join Date: Mar 2011
Location: Chili
Posts: 885



quote

05-04-2012, 06:22 PM

#11

Stocktastic

Formula 3000 Driver



Drives: I gotter meetter.
Join Date: Aug 2010
Location: Wilmington, NC
Posts: 2,997



That is quite expensive.

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Current: 2013 Grabber Blue 5.0 | 6MT | Brembos | Track Pack | Recaros
1997 Montego Blue Miata | 14x7 RPF1s | Megan Racing EZ Streets | Falken Azenis RT-615K | BossFrog Clearview MAXX



quote

05-04-2012, 06:38 PM

#12

Sspcivic31

FIA GT Champion



Drives: Ko4'd 2010 CSG 4dr

I get how it works, the taper forms the Teflon seal so it will start in the bore(in the head) and then expand as the injector is inserted into the head pushing the seal into the injectors groove. i just wanted to know what the hole diameter (before it tapers into the tool) is at the bushing side that would be closest to the injector body. I got my buddy at work to make me a block to form them with. one down three to go.

GTI
Join Date: Oct 2011
Location: Texas
Posts: 983

thanks.

\$250 is a lot of money for a puller, slide hammer and a coupled tapered bushings.

APR Ko4
Buy a VW, run some logs.
12.480 @ 114.09 V2.1 😞
12.481 @ 114.91 V3.0 😞
136.61mph Wannagofast Horseshoe Bay 1/2 mile



quote

04-16-2013, 06:54 PM

#13

Bruh Man

Formula 5000 Driver



Drives: Muark 6
Join Date: Jul 2010
Location: Upstairs, fifth floor
Posts: 1,528

NVM will post pics in a bit...

Last edited by Bruh Man; 04-16-2013 at 07:41 PM.



quote

04-17-2013, 09:14 AM

#14

zrickety

Formula 5000 Champion



Thanks, good info.



Drives: 09 GTI 6MT, 10 GTI
DSG
Join Date: Oct 2012
Location: GA 31015
Posts: 2,807



quote

04-17-2013, 11:30 AM

#15

Cryptic1911

Formula 5000 Driver



Drives: 2008.5 GTI TSI
Join Date: Oct 2011
Location: Willimantic CT
Posts: 1,764



World Impex has one for \$100 less - http://www.worldimpex.com/parts/oem-tool_2603845.html

[2008.5 GTI 2.0 TSI 6MT / APR K04 V3.1, APR IC, CTS 3" turboback, Carbonio full intake, R8 coilpacks, PFR7B plugs @.028, GFB DV+, BSH TB pipe, SB Stg2 Endurance clutch, BSH mounts, DG Shortshifter, FFM bracket bushings, Forge big knob, Koni coils, Coolingmist CMGS Meth injection, USRT spacer \(DO3 & Snow 100 nozzles\), Centric rotors, Stoptech pads, TyrolSport bushings, 19" Miro stp3's](#)

quote

04-17-2013, 11:53 AM

#16

Bruh Man

Formula 5000 Driver



Drives: Muark 6
Join Date: Jul 2010
Location: Upstairs, fifth floor

Quote:

Originally Posted by **Cryptic1911** [▶](#)
World Impex has one for \$100 less - http://www.worldimpex.com/parts/oem-tool_2603845.html

Yup, got mine from snap on for around that price too.

Posts: 1,528



quote

04-17-2013, 01:35 PM

#17

tampa_mk5

Touring Car Newbie



Drives: 09 MKV DSG
Join Date: Dec 2011
Location: Brandon, FL
Posts: 189



Quote:

Originally Posted by **Bruh Man**
Yup, got mine from snap on for around that price too.

X2- picked up the crankshaft pulley holder as well. Total for both was \$240 shipped.

quote

05-27-2013, 11:41 AM

#18

twistid

FIA GT Newbie



Drives: 2010 Carbon GTI
Join Date: Feb 2012
Location: USA
Posts: 753



bump for knowledge

quote

05-27-2013, 12:06 PM

#19

vwti2.0t

Formula 3000 Driver

I replaced these seals twice (each time I had the manifold off) with no special tools and zero issues. Sure, having the tool is probably the correct way, but there are ways to get around it (like using your fingers...).



Drives: 2011 CW GTI
Join Date: Jan 2011
Location: Pittsburgh
Posts: 3,949



[Build thread GOLFMK6](#)

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quote

05-27-2013, 12:07 PM

#20

twistid

FIA GT Newbie



Drives: 2010 Carbon GTI
Join Date: Feb 2012
Location: USA
Posts: 753



Quote:

Originally Posted by *******2.0t**

I replaced these seals twice (each time I had the manifold off) with no special tools and zero issues. Sure, having the tool is probably the correct way, but there are ways to get around it (like using your fingers...).

youjust used your fingers to slide them on and squeeze them tight?

quote

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