

VW GTI Club

Welcome to the VW GTI club

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TFSI Injector install

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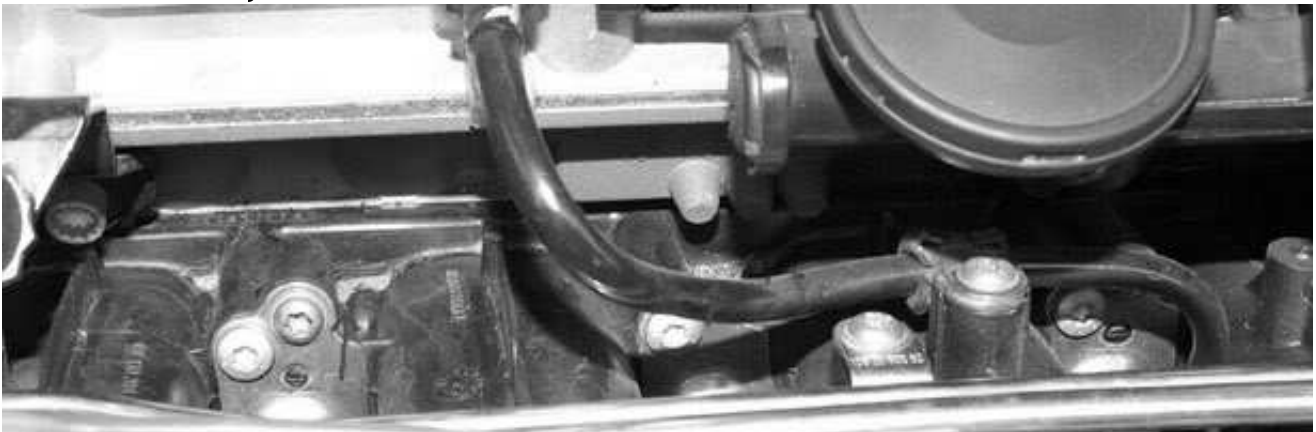
TFSI Injector install (#p125962)

- [Quote \(./posting.php?mode=quote&f=15&p=125962&sid=a49b72874e769bccafb5ec5131a23464\)](#)
- [\(javascript:void\(0\);\)](#)

Postby **Slowboat** » Sun Apr 29, 2012 4:08 pm

As promised.

First clean the inlet manifold. Don't want dirt going into the engine.
Notice the sand by the arrows.



More sand.

Don't use compressed air. Use a vacuum cleaner with a small pipe nozzle.



Starting to strip the pipes, plugs and others around the inlet manifold.
Notice how clean the inlet manifold is.



Stripping the throttle body out.
Not an easy task. Need some very small tools to make the stripping easier.



The very small tool.



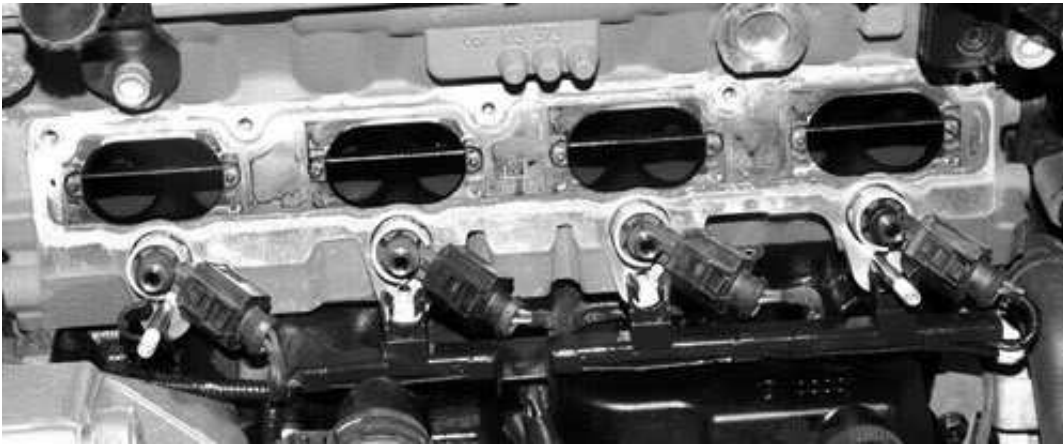
The very small tool to the rescue again.



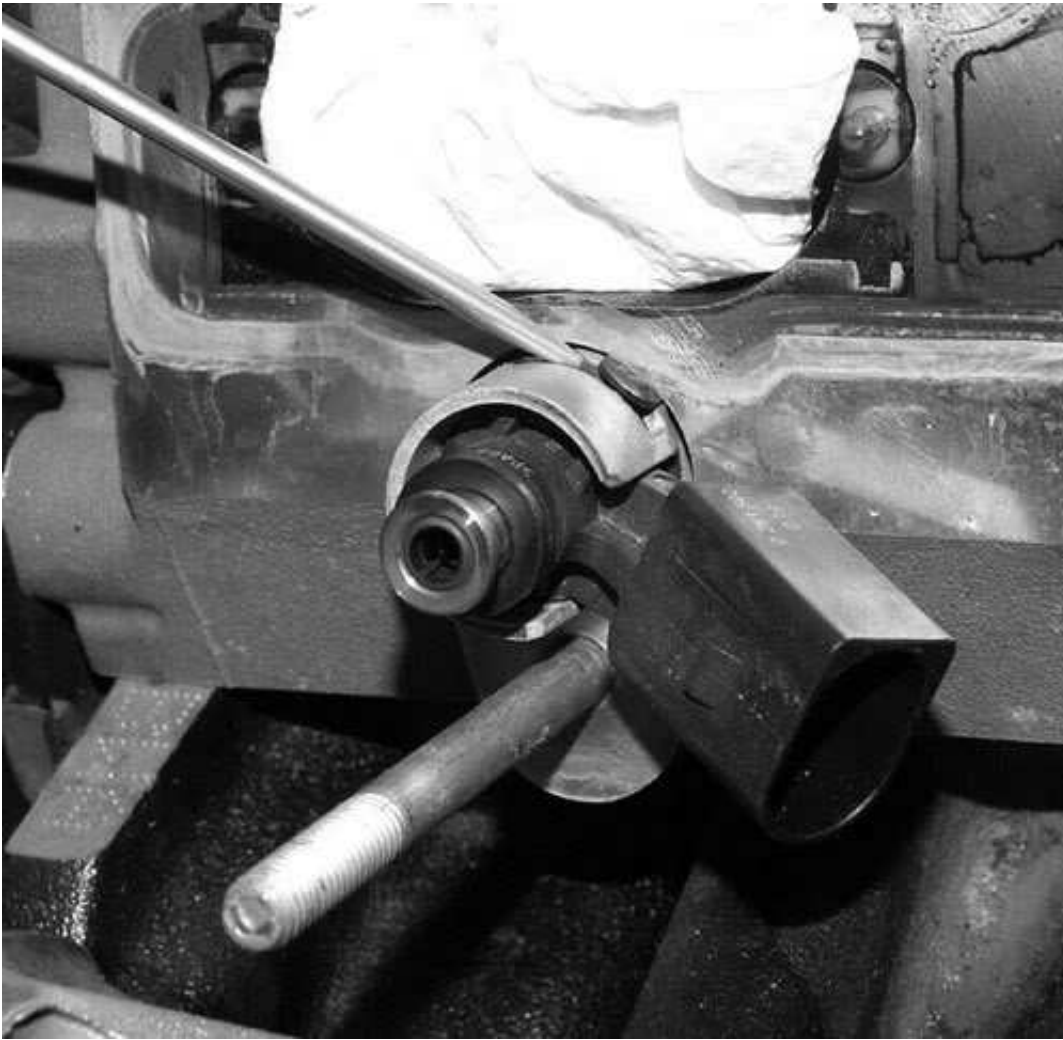
This bolt (in the purple circle) is a b!tch to get at. The spline tool needs to be a certain length and thickness to fit pass between the two pipes. The photo shows a clear path to the bolt, trust me that photo is deceiving. Luckily I had the right tool. It was still a bit of struggle. The intake air temp sensor is where the arrow is.



With the inlet manifold off.



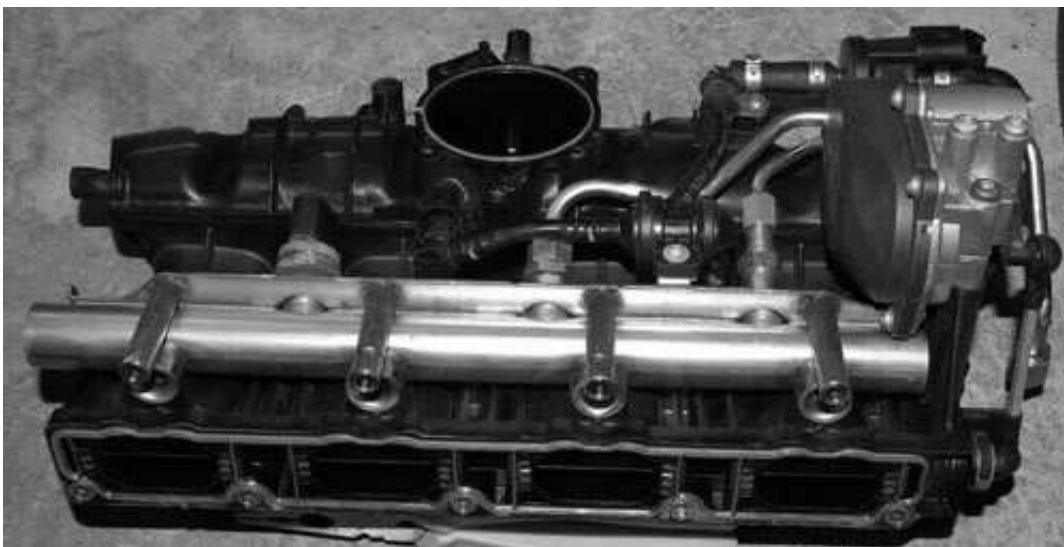
Break the little plastic tab with a flat screwdriver.
The newer inserts are now made of metal, see later on.



With the injector out. Notice the dirt/sand there.
DONT use compressed air. Use your old faithful vacuum cleaner.



The inlet manifold.



The intake temp sensor.



The throttle body.

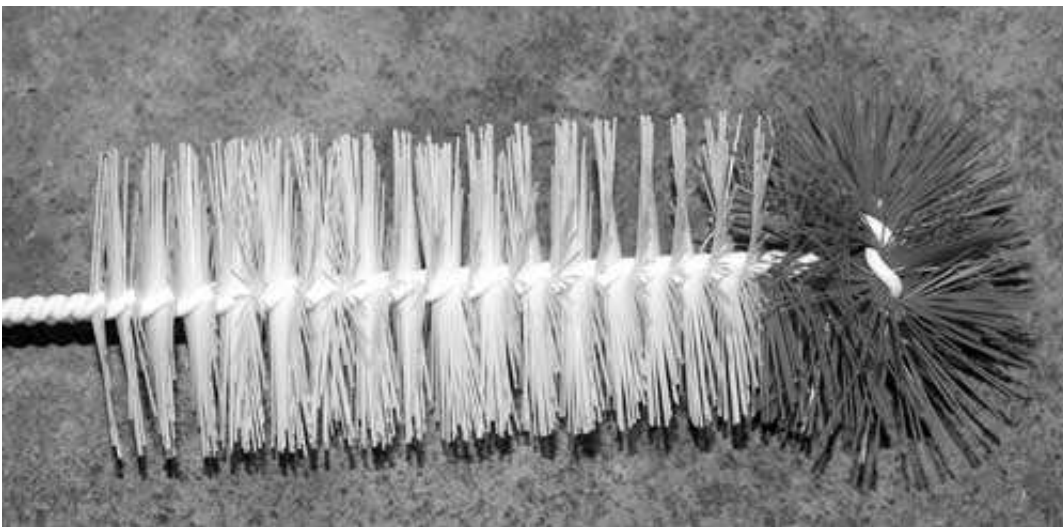


I'm sure some of you guys have heard of the carbon build up on the valves on our FSI motors.

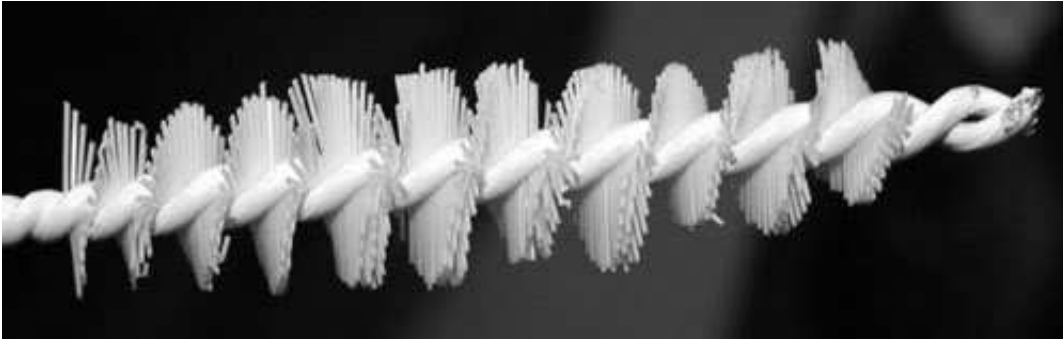
Well, here it is. Nasty 🤢.
That's just on 60000km.



Now once the injectors are out and the dirt/sand has been cleaned out properly you would need to clean the injector ports nicely.
Now I don't have the right size brass wire bottle brush type, I had to make a plan.
I modified a normal bottle brush.



The modded bottle brush.



The modded bottle brush in action.
Cleaning the injector ports.



The stock (top row) and S3 (bottom row) injectors.



The injector seal kit. I just need the inserts but the seals comes with the kit.



The S3 injector with it's inserts. It ready to be installed.



An installed injector.

Usually the injectors will slid into the injector port easily.

If it is a bit tight you can use a wooden end of the hammer or similar and tap gently in.



All injectors are installed and ready for inlet manifold reassembly.



Use the new gasket set for the manifold and throttle body.



Once you've installed the injectors don't start the car immediately. Just on the ignition for about ten seconds and then off. Switch on the ignition again for about ten seconds then switch off. Do this about 8 to 10 times. This is to prime the HPFP. You don't want to run the HPFP dry. That can cause damage.

When replacing the injectors you need to replace the white teflon seal towards the end part of the injector.

To remove the teflon injector seal.

Use a new stanley blade so it's nice and sharp. Carefull of not to scratch the injector. I just "press" in the blade instead of moving it to cut.



Cut around the seal from top to bottom part of the seal.



Once finished cutting remove the seal.



This is the tools that I use to install the new teflon seal.
Make sure that your hands are very clean and free of oil/grease.



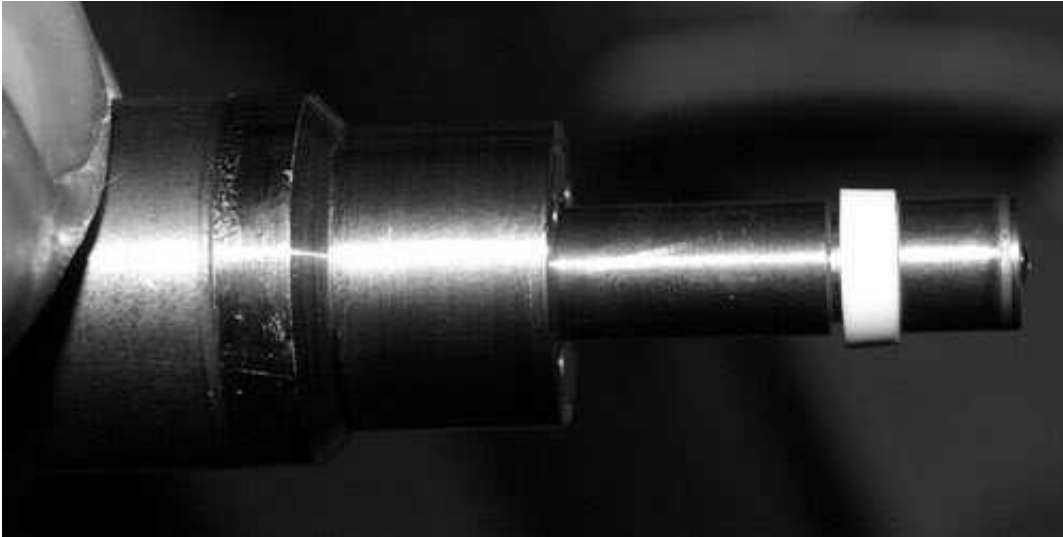
I pushed the seal onto the small socket and then transferred to any socket.



Transferred the seal onto the injector.



The end result.



At that time I went to Preggie for some tuning and the car made 243WKw at Snails dyno with no timing pulls.

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Re: TFSI Injector install (#p129896)

- [Quote \(./posting.php?mode=quote&f=15&p=129896&sid=a49b72874e769bccafb5ec5131a23464\)](#)
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Postby **stormedCORSA** » Thu May 24, 2012 8:08 am

Very nice write up!

Do you have any pictures of what the valves looked like after you cleaned them?

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Re: TFSI Injector install (#p130006)

- [Quote \(./posting.php?mode=quote&f=15&p=130006&sid=a49b72874e769bccafb5ec5131a23464\)](#)
- [\(javascript:void\(0\);\)](#)

Postby **Slowboat** » Thu May 24, 2012 7:36 pm

Didn't clean the valves.

This is the same valve after about 30000Km later.



Just before the strip down I did an "Italian tune up".

See how cleaner it is.

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