

# Delphi Technologies

## Technical Service Bulletin

### Delphi E3.3 EUI Installation Notes



This note replaces HLN 17/01.

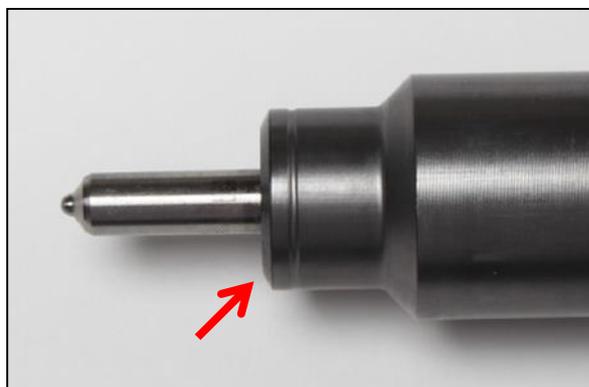
Since the initial OE introduction of E3.3 EUI there have been a number of design changes.

These changes have taken the form of:

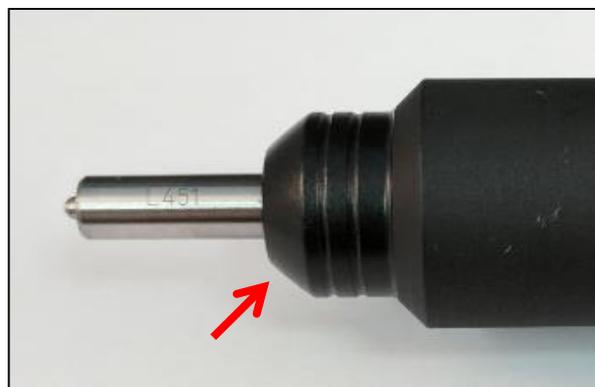
- The use of a sealing washer on the nozzle tip.
- A change of capnut from a flat sealing surface to a conical surface.
- Removal of the lower sealing O-ring.

Our reman E3.3 EUI are built to the latest standard utilizing Conical style sealing. Refer to Marketing Note MIN 19/03 for a list of applicable injectors.

When installing a replacement injector, the injector to engine sleeve must always be changed to ensure a proper seal. Use of the Conical style sleeve allows these later design EUI to replace previous design versions.



Original Flat style sealing requires use of a copper sleeve.



Latest Conical style sealing requires use of a stainless steel sleeve.

**Do not use a mix of these injectors in an engine.**

**Important Note:** All EUI installed in the engine must have the same style sealing arrangement. Either all Flat style sealing (if older style EUI are being fitted) or all Conical style sealing (if the later style EUI are being fitted). **Using a mixture of Flat style sealing (copper sleeves) and Conical style sealing (stainless steel sleeves) can result in engine damage.**

As of (6/17/19) a Stainless Steel Sleeve and O-ring are now included with each injector.

Note: All conical sealing EUI covered in this note should be fitted to the engine without a lower O-ring. There should only be an upper O-ring as shown below.



As always it is recommended that you follow the latest technical bulletins from the engine manufacturer to help ensure a robust repair.

If you have any questions, please contact your Delphi Distributor.