

13 53 158**Removing and installing/replacing rail
(Bosch high pressure pump) (N55)****Special tools required:**

- [13 0 160](#)

**Warning!**

Observe warning on cylinder head cover.

Disconnect [negative battery terminal](#) (risk of fire due to short circuit on dismantling).

Electric fuel pump starts up automatically when door is opened!

Carry out installation work on fuel system only with coolant temperature below 40 °C.

**Important!**

Wear full face guard and protective gloves.

Fuel can emerge spontaneously at high speed when the high pressure line is released!

**Important!**

Adhere to conditions of absolute cleanliness when working on the high-pressure fuel system.

Introduced contaminants can cause malfunctions in the system!

- Do not allow any dirt particles or foreign bodies to get into the system.
- Remove all traces of dirt before removing lines or separate components.
- Use only fluff-free cloths.
- Seal all fuel system openings with protective caps or plugs.

**Important!**

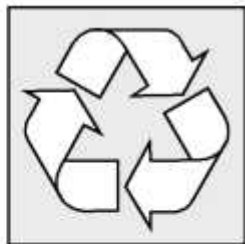
When working on the oil, coolant or fuel circuit, you must protect the alternator against dirt contamination.

Cover alternator with suitable materials.

Failure to comply with this procedure may result in an alternator malfunction.

***Necessary preliminary work:***

- Disconnect [pressure lines](#).
- [Remove](#) rear ignition coil cover.

**Recycling:**

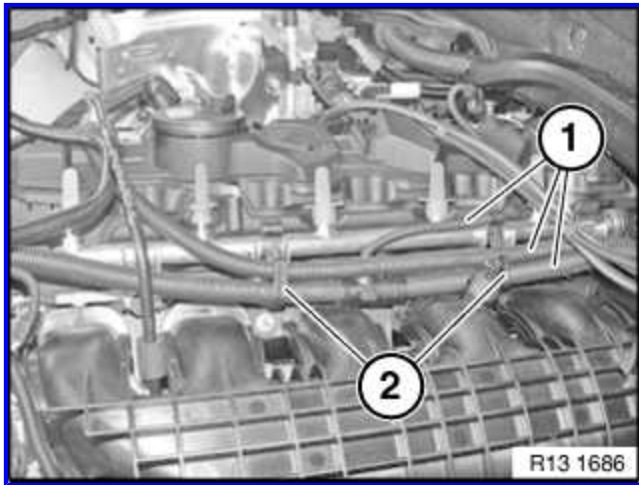
Fuel escapes when fuel lines are detached.

Catch and dispose of escaping fuel.

Observe country-specific waste disposal regulations.

Release wiring harnesses (1) from rail and lay to one side.

Undo clamps (2) from rail.

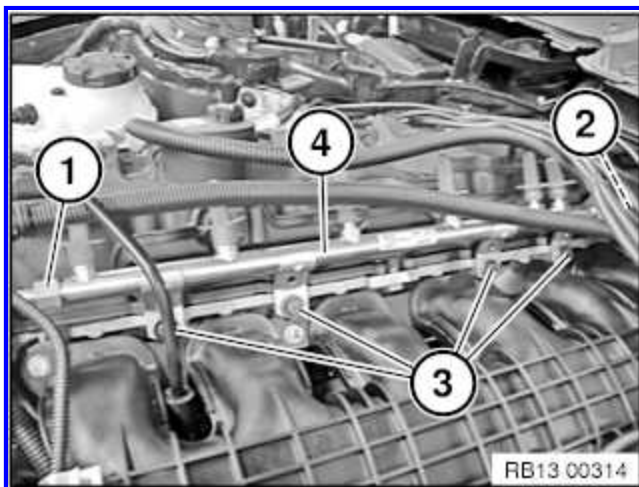


Slacken nut (1).

Unlock and disconnect plug (2) on high-pressure sensor.

Release screws (3).

Remove rail (4).



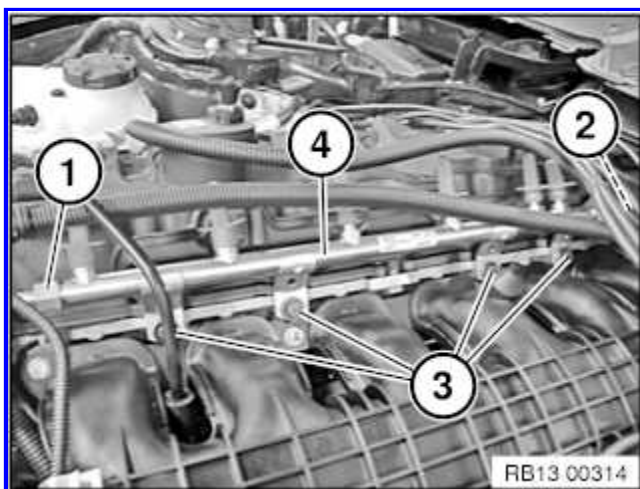
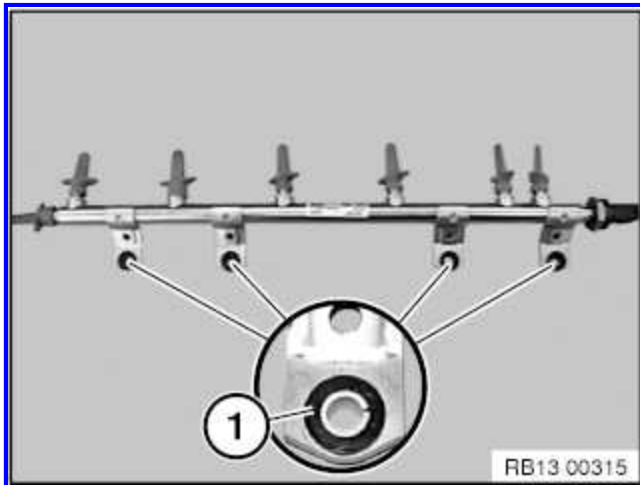
Installing the rail:

Rail installation is described separately from removal.

If an injector line is being replaced, the corresponding injector hold-down device must be released (see Removing and installing injector).

Installation note:

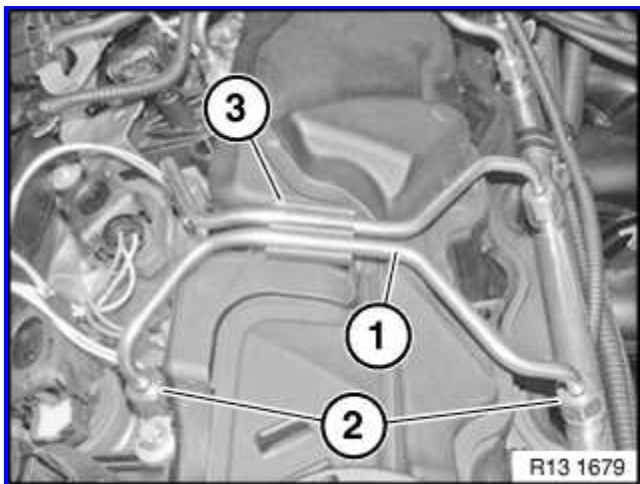
Before reinstalling the rail, the decoupling element and sleeves (1) must be replaced.



Install rail (4) while tightening nuts (1) and bolts (3) hand-tight only.

Note:

- Rail must still be displaceable on cylinder head.
- Nut (1) must be able to be screwed on easily by hand.



Important!

Connect pressure line (1) without tension only.

To ensure distortion-free installation of the pressure line and to avoid damaging the thread, it must be possible for both nuts to be screwed on easily by hand!

Fitting pressure lines:

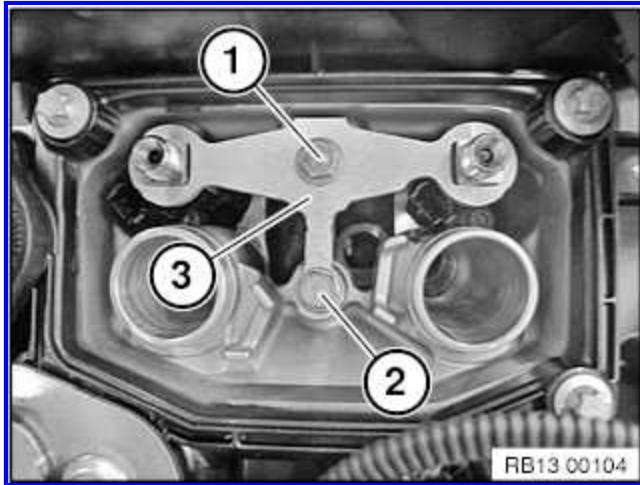
(Same procedure for all pressure lines)

Install pressure line (1). Tighten nuts (2) hand-tight only.

When reinstalling lines, lubricate the thread and the nut facing of the ball! When they are installed for the first time the nuts have a coating of lubricant (only effective once). Penetration of lubricant into the fuel-conducting area should be avoided.

Reinstall rubber mount (3).

Procedure for loose injector hold-down device (this operation can be skipped if the injector hold-down device has not been



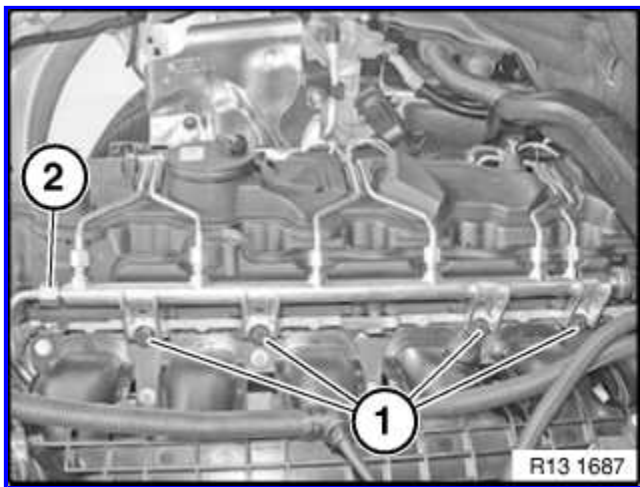
loosened).

Firstly tighten screw (1).

Tightening torque [13 53 6AZ](#).

Then tighten down screw (2).

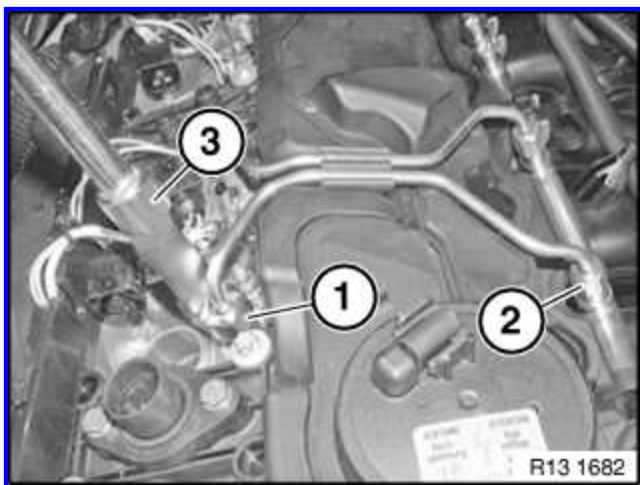
Tightening torque [13 53 6AZ](#).



Adhere to tightening sequence:

- **1.** Tighten screws (1).

Tightening torque [13 53 2AZ](#).



Important!

Reset special tool in early to avoid bending pressure lines.

Tighten down nuts with special tool 3[13 0 160](#).

Adhere to tightening sequence:

- **2.** First tighten nut (1) on injector.
- **3.** Then tighten nut (2) on rail.

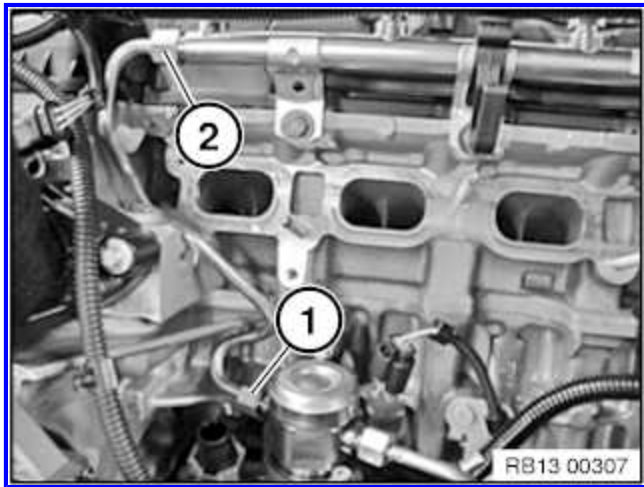
Tightening torque [13 53 9AZ](#).

- **4.** Tighten nut (2).

5. Tighten nut (1).

Tightening torque [13 53 8AZ](#).

Push connector for high pressure sensor on.



Assemble engine.

Check fuel system for tightness.

Check function of DME.