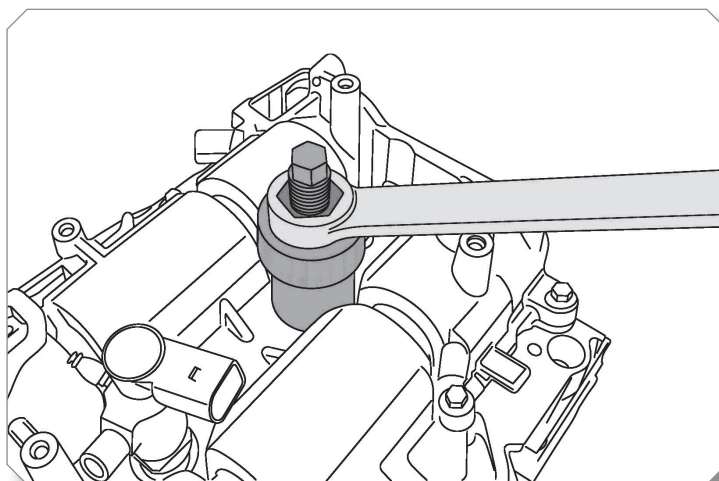


KL-0680-80 EA

Injector Extractor Ford EcoBlue 2.0



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KL-0680-80EA (EN240708).indd

PRODUCT DESCRIPTION

KL-0680-80 EA - Injector extractor Ford EcoBlue 2.0, in foam insert

Fits Ford 2.0 EcoBlue diesel engines. Installed for example in Ford Transit (from 2014-) and Transit Custom (from 2012-), etc.

Alternative tools: Ford 303-1690/1 + 303-1690/2 and 303-1690

For quick and professional extraction of stuck injectors directly on the vehicle, without dismantling the cylinder head.

Recommended accessories:

KL-0369-59 - Extractor for sealing ring (**Alternative tool:** Ford 303-1690/3)

Scope of supply/component overview

Item	Part no.	Description	Qty.
1	KL-1383-1112	Collar nut M16x1.5	1
2	KL-0680-8002 A	Pulling spindle M17x0.75 x 200 mm	1
3	KL-0680-800	Support sleeve with bearing	1
4	KL-0680-8011 A	Nozzle extractor	1
-	KL-0680-8090-1	Foam insert	1

i Storage system: Plastic case - **KL-4990-9224**



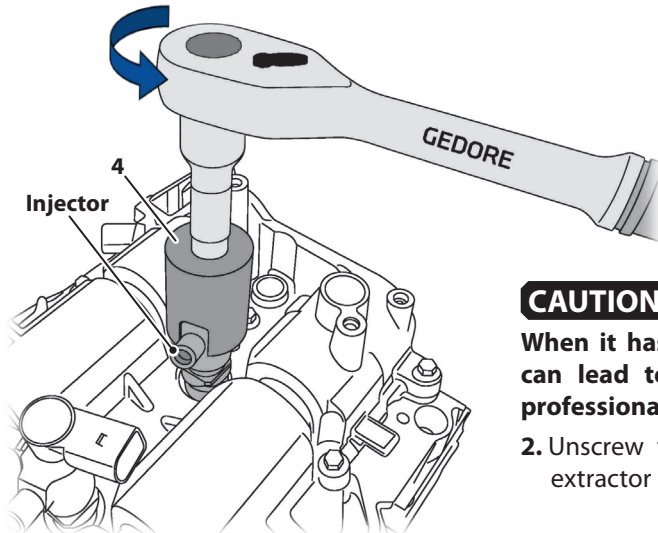
SAFETY INSTRUCTIONS AND REGULATIONS

- ✔ Read and understand this product information **before** using the special tool. This serves to familiarise you with the special tool for **safe use**!
- ✔ Use the special tool **as intended** and **always** carry out maintenance and repair work in compliance with the regulations on occupational safety and accident prevention as well as the vehicle manufacturer's instructions!
- ✔ Before **each** use, check the special tool **carefully** for damage, loose parts, or unauthorised modifications. **Never** use it, if you notice any such deficiencies!
- ✔ **Prior to each use**, check the moving parts and threads of the special tool for dirt. If necessary, clean and lubricate them **only** with molybdenum disulphide paste, such as **KL-0014-0030**!
- ✔ **Always** wear your personal protective equipment, e.g. safety goggles, protective gloves, safety shoes, during work if necessary!
- ✔ Interrupt your work **immediately** if you are unsure about using the special tool, and contact **GEDORE Automotive GmbH** if necessary!
- ✔ Dispose of the special tool and its packaging material in an environmentally compatible way in accordance with the legal requirements. If necessary, ask your local authorities or **GEDORE Automotive GmbH** about environmentally friendly disposal options!

TYPICAL APPLICATION

This typical application generally describes the procedure to be followed with the injector extractor when pulling out a stuck injection nozzle without dismantling the cylinder head.

📷 1: Disassembling the injector...



1. Prepare all parts required to pull out the injector in accordance with the manufacturer's specifications

For example:

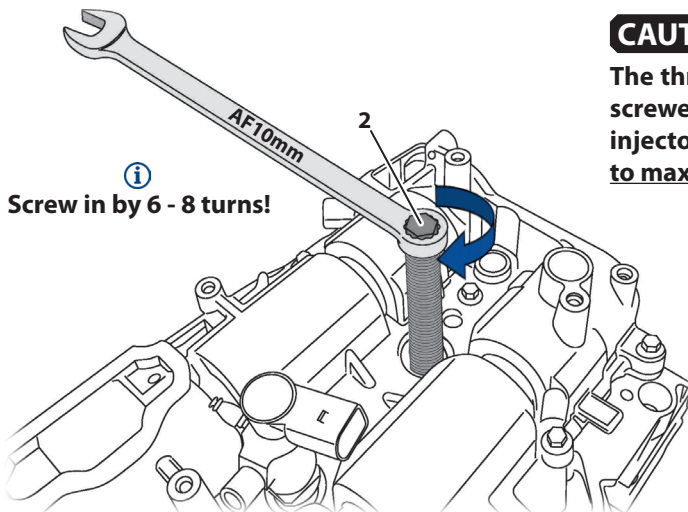
- Pull off cable plug connections
- Dismantle fuel lines

CAUTION

When it has been opened, the injector should not be re-used. This can lead to damage to the engine. Therefore have the injector professionally repaired prior to reuse.

2. Unscrew the top part of the injector anti-clockwise using a nozzle extractor [4] and a 1/2" reversible ratchet.

📷 2: Screwing in the pulling spindle...



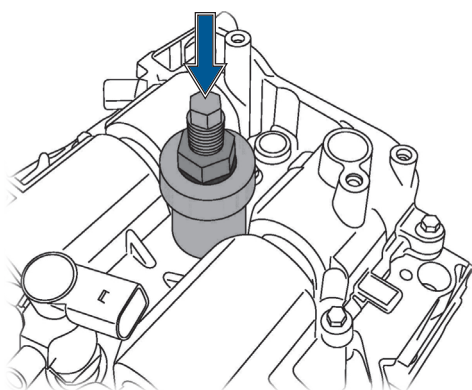
Screw in by 6 - 8 turns!

CAUTION

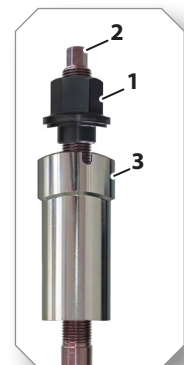
The thread of the pulling spindle [2] can get damaged if it is screwed in either too little or too far into the lower part of the injector. Therefore screw in the pulling spindle [2] by min. 6 to max. 8 turns!

3. Screw in the pulling spindle [2] clockwise into the lower part of the injector on the cylinder head, as shown.

📷 3: Assembling the nozzle extractor...



4. Assemble the nozzle extractor accordingly, as shown. To this end, place the support sleeve [3] in the correct position over the pulling spindle [2] and manually screw on the collar nut [1] as far as possible.

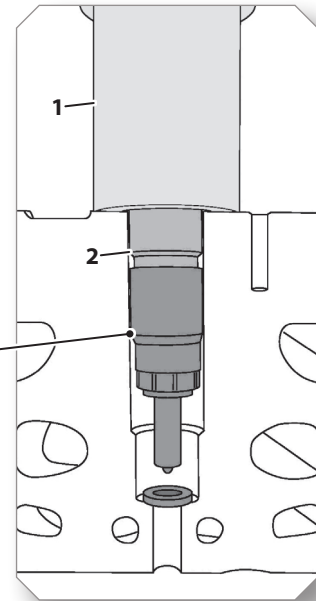
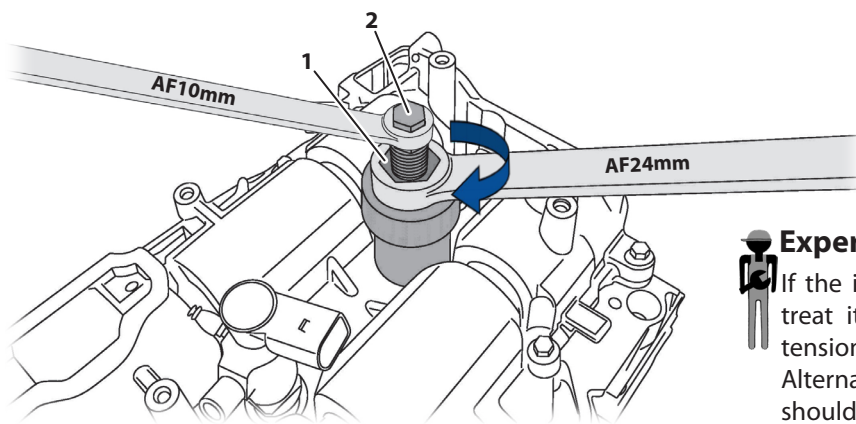


4: Removing the injector by pulling...

CAUTION

The thread of the pulling spindle [2] can be damaged if it runs dry. For this reason, lubricate the working threads with molybdenum disulphide paste e.g. KL-0014-0030!

5. Remove the injector by pulling. For this purpose, turn the collar nut [1] clockwise with a suitable tool and counterhold the pulling spindle [2] via the hexagon.



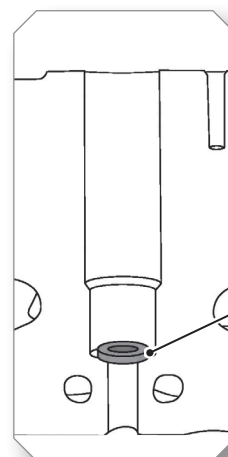
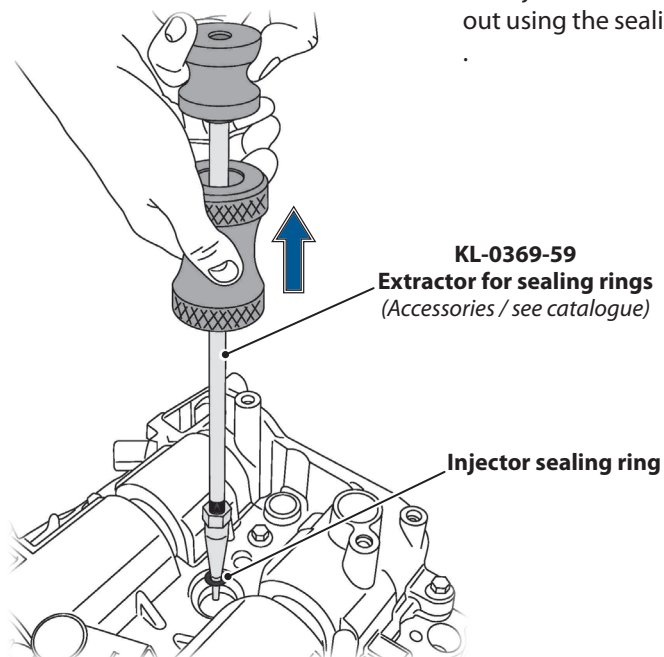
Expert's tip:

If the injection nozzle is extremely stuck, first treat it with rust solvent; then subject it to tension for a while using the nozzle extractor. Alternately loosening and re-applying tension should release the injector.

ACCESSORIES

5: Removing the injector sealing ring...

6. The injector's sealing ring, which still sits in the cylinder head, can be pulled out using the sealing ring extractor - **KL-0369-59** (accessories / see catalogue)



Injector sealing ring