

Removing Insistent Carbon Deposits on Diesel Engines



Hard crusts

Common rail diesel engines often suffer from heavy contamination on the valve cover. Defective sealing rings on the seat of the injectors allow a mixture of diesel, soot and exhaust gas to escape. This then solidifies to form a stubborn crust (Fig. 1). These crusts sometimes cover the whole of the valve cover, often to a depth of several centimeters, and are as hard as coal.



Problematic

To free the engine from this extreme dirt and then replace the defective seals, lines, cables and especially the injector need to be removed. It may be necessary to disassemble the valve cover (Fig. 2).

The heavy incrustation makes this impossible. The retaining claws of the injectors are completely "overgrown" and inaccessible.

AT A GLANCE - TECHNICAL INFO



A rapid solution in sight

Liqui Moly's Sealant Remover quickly "cracks" the problem. Incrustation is softened considerably, enabling it to be removed using a scraper and a powerful engine wash.

Simple to use

Where possible, the crust is first scraped off mechanically. A screwdriver or scraper can be used for this purpose. Important: Do not damage lines, etc.

Then spray the incrustated surface thoroughly with the Liqui Moly Sealant Remover. Allow to work in for 30 minutes or overnight if necessary. This dissolves and softens the crusts. If the incrustation is very deep, scrape off again using a screwdriver and then respray.

Finally, give the engine a thorough hot wash with a high-pressure cleaner. The injectors can now be removed without any problem and also cleaned with Sealant Remover.



Sealant Remover
300 ml spray can
Part no. 3623



Spray all parts thoroughly with Sealant Remover and allow to work in.



Scrape off and respray several times. Then give the engine a thorough wash.



Removed valve cover. Left: untreated.
Right: cleaned with Sealant Remover and engine wash.



Removed injector with
hard incrustation.



Spray on – leave to
work in – wash off –
done!

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