

Pressure regulator, checking/adjusting

Special tools: [999 5646](#) , [999 5544](#)

Checking / setting turbo1 pressure regulator

Preparation

To simplify the following text, the terms **turbo1** and **turbo2** are used.

turbo1 is for cylinders 1,2,3. turbo2 is for cylinders 4, 5, 6.

Note! Always check / set both the pressure regulators.

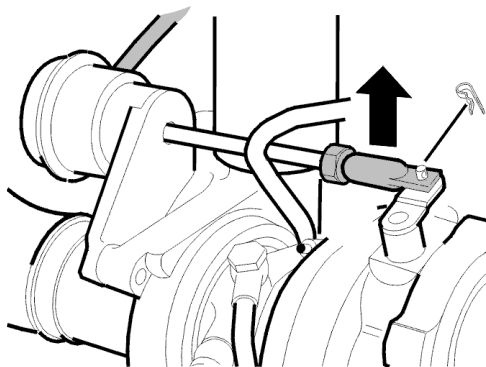
Remove

- the screw for the engine stabiliser brace mounting on the engine
- the cross stay between the suspension turrets
- the plastic charge air pipe. Place to one side
- the plastic intake pipe. Put it to one side.



Remove the pressure regulator hoses at the T piece

Position the turbo1 pressure regulator hose so that it can be reached from underneath the car later on.



Raise the car.

Remove the lower splash guard.

Pull down the hose from the pressure regulator.

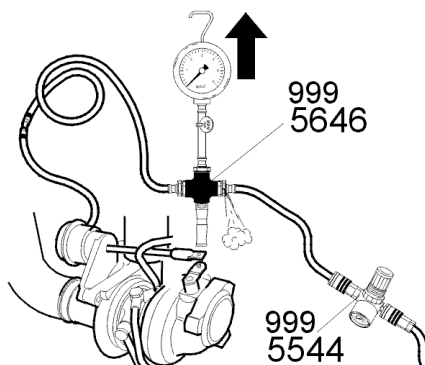
Remove the split pin from the lever.

Lift off the push rod.

Connecting test equipment

Connect

- manometer [999 5646](#) to the pressure regulator hose
- pressure regulator [999 5544](#) to the manometer.

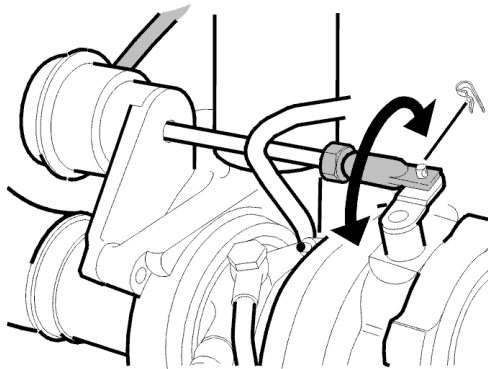


Note! When taking readings the manometer must always hang vertically from its hook. This is to ensure that the correct values are obtained. Set the three-way junction handle to the middle position.

Screw out the adjustment screw for the pressure regulator completely.
 Connect compressed air to pressure regulator.
 Screw in the adjustment screw for the pressure regulator so that the manometer displays the value applicable to the relevant engine, according to the table below.
 The three-way junction connector has a vent (drilled hole) where it connects to the pressure regulator to facilitate setting the correct pressure.

Engine	Adjustment pressure
B6284T	45 kPa

Checking and adjusting push rod

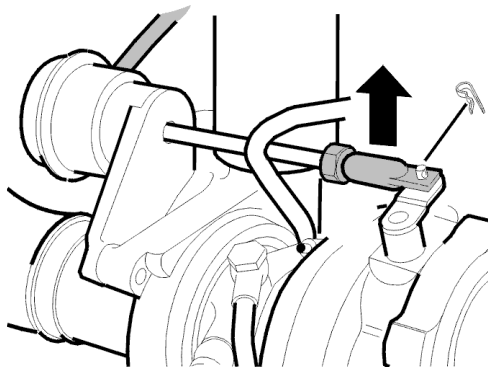


Push the boost pressure control (BPC) valve lever towards the turbocharger (TC) housing. The boost pressure control (BPC) valve should be closed.
 Check that the push rod locates on the lever lug.
 If necessary, adjust the push rod until it locates.

Note! The boost pressure control (BPC) valve spindle must be mounted on the lever when the lock-nut is adjusted.

The diaphragm in the pressure regulator will be damaged if the push rod is twisted.

Finishing



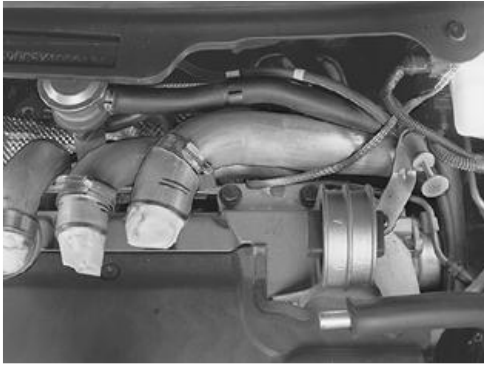
Install the split pin on the lever.
 Tighten the locknut on the lever.
 Remove the test equipment.
 Insert the hose upwards following previous routing.
 Install the lower splash guard.
 Lower the car.

Checking / setting turbo2 pressure regulator

Preparation

Remove

- the turbocharger (TC) intake pipe
- the charge air pipe from the turbocharger (TC)



- the heat deflector plate over the turbocharger (TC).

Connecting test equipment

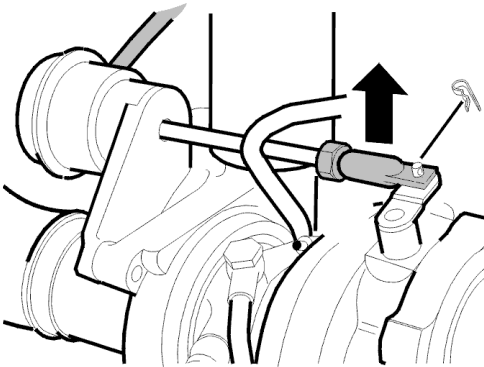
- Connect test equipment. See [Connecting test equipment](#)

Checking and adjusting push rod

- Check and adjust the push rod. See [Checking and adjusting push rod](#).

Finishing

Install the split pin on the lever.
Tighten the locknut on the lever.
Remove the test equipment.



Install

- the heat deflector plate over the turbocharger (TC). Tighten to **25 Nm**
- the charge air and intake pipes to the turbocharger (TC). Align against the plastic pipes and tighten.

Lower the car.



- the engine stabiliser brace between the suspension turrets. Tighten the screws at the suspension turret. Tighten to **50 Nm**
- the screw for the engine stabiliser brace mounting on the engine. Tighten to **80 Nm**.

Press the plastic pipes into place and tighten the clamps.

- the mounting screws for plastic pipes and tighten
- the hoses from the pressure regulators to

the T piece.

Function test

- Test drive the engine.