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Check for the engine to crank. If it cranks but does not start, the likely problem can be narrowed down to the fuel pump, wiring circuit or pump relay. Bad injector relays could also be the cause. Check to see if the fuel pump runs when cranked; if so, the problem lies in the injectors themselves.

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Diagnosis - Fuel System Contamination Leading to Diesel Exhaust Fluid (DEF) Another indication that the fuel system may be contaminated with DEF is if a fuel injector return line breaks loose from the injector fitting or "T" fitting.

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If there is metal found, the entire high pressure fuel system must be checked for metal and replaced as needed. Ford recommends replacing the injection pump, rails, high pressure fuel lines, fuel injectors and fuel return rails if metal is found. (See picture under High Pressure Pump). Buy 6.7 Powerstroke Fuel System Components

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A fuel injected vehicle, with proper fuel pressure, will start up quickly, if no other malfunctions are occurring. In the event your Ford cranks easily, but doesn't start within the first five or six revolutions of the starter motor, you may have a faulty fuel pressure regulator.

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This is basically the K-Jetronic fuel injection system. I hope I have covered all the problem areas and lifted some of the mist surrounding this system. It is quite straightforward in its operation, providing diagnosis and testing is acrried out logically and one step at a time. here is a checklist to help you acheive this.

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The most common cause of leaky injectors is the failure of the O-ring where the injector meets the fuel rail. This can become hard and brittle from the heat of the engine. If it breaks, then fuel can leak out over the engine. This can be dangerous and is a common cause of engine fires.

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