International Standard 8356

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION•МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ•ORGANISATION INTERNATIONALE DE NORMALISATION

Road vehicles — Diesel engines — Screw-in injector, type 22

Véhicules routiers — Moteurs diesel — Injecteur complet vissé de type 22

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Foreword

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Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council. They are approved in accordance with ISO procedures requiring at least 75 % approval by the member bodies voting.

International Standard ISO 8356 was prepared by Technical Committee ISO/TC 22, *Road vehicles.*

Road vehicles — Diesel engines — Screw-in injector, type 22

1 Scope and field of application

This International Standard specifies dimensional requirements for the mounting of injectors in diesel engines.

The location of the fuel inlet is not defined since it varies with the particular application.

This International Standard is applicable to the complete screw-in injector of type 22.

NOTE — This injector has a function equivalent to that of screw-in injection nozzle holders, types 20 and 21, as specified in ISO 7026 and fitted with size "S" injection nozzles, types B and C, with axial spray, as specified in ISO 2697.

2 References

ISO 2697, *Road vehicles — Fuel injection nozzles — Size "S".*

ISO 7026, *Road vehicles — Screw-in injection nozzle holder types 20 and 21 for pintle nozzle size "S", type "B".*

3 Dimensions and tolerances

See the figure and the table.

Dimensions and requirements not given in this International Standard are left to the discretion of the manufacturer.

Dimensions in millimetres

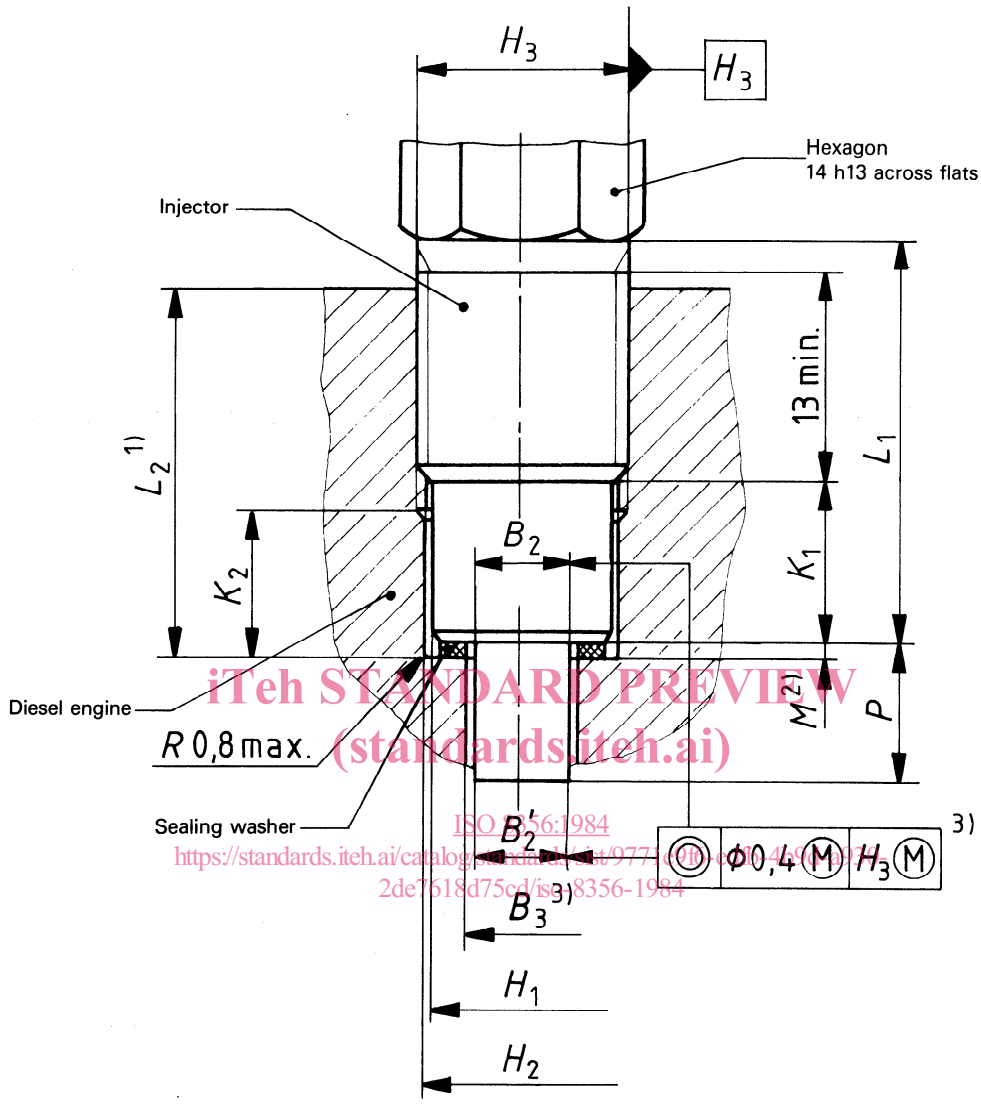

Figure — Type 22 injector

Table — Dimensions of type 22 injector

Dimensions in millimetres

Injector type	H_1 max.	H_2 min.	H_3 nom.	B_2 max.	B'_2	B_3	K_1 min.	K_2 max.	L_1 min.	L_2	M 2) nom.	P + 0,5 0
22	12,2	12,6	M14 × 1,25	6,0	< B_2	3)	6,0	6,0	24,5	1)	0,9	8,0

1) The maximum depth of the cylinder head bore shall be chosen to ensure that there is no interference with the thread runout on the injector.

The minimum thread engagement shall be suitable for the recommended tightening torque.

2) With commercial tolerances (before compression).

3) The determination of the tolerance on diameter B_3 in the cylinder head is left to the manufacturer's choice. Therefore, the maximum value for the nozzle stem B_2, its concentricity with the injector thread H_3, and the concentricity of the cylinder head bore B_3 with the bore thread shall be considered. The clearance shall be kept to a minimum to facilitate nozzle cooling.