



SURFACE VEHICLE STANDARD	J347™	NOV2015
	Issued 1968-07 Revised 1995-07 Reaffirmed 2002-10 Cancelled 2015-11	
Superseded by ISO 2698		
Diesel Fuel Injector Assembly Type 7 (9.5 mm)		

RATIONALE

SAE J347 has been cancelled because the content of this standard is fully covered by ISO 2698. Therefore, to eliminate such redundancy and confusion in coordinating the standards between ISO and SAE, this document is declared cancelled and superseded by ISO 2698.

CANCELLATION NOTICE

This Technical Report has been declared "CANCELLED" as of September 2015 and has been superseded by ISO 2698. By the action, this document will remain listed in the respective index, if applicable. Cancelled Technical Reports are available from SAE.

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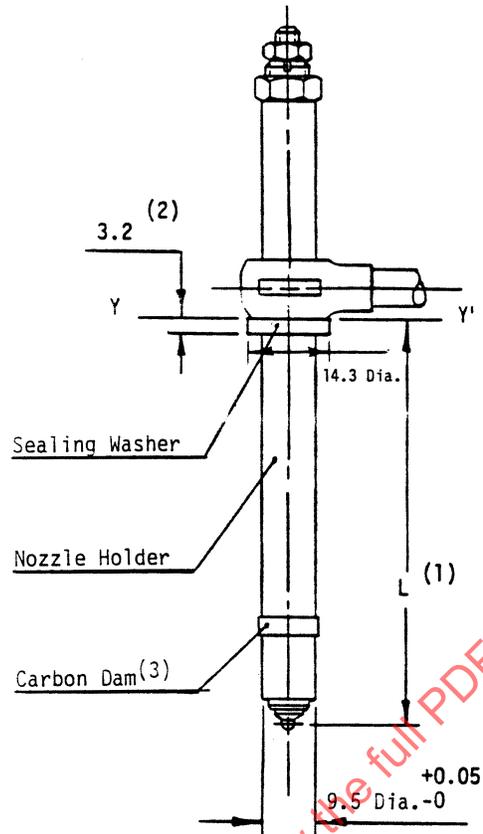
This SAE Standard is equivalent to ISO 2698.

1. **Scope**—This SAE Standard specifies the dimensional requirements necessary for the mounting and interchangeability of a type of fuel injector used in diesel engines.
- 1.1 **Field of Application**—This document is applicable to a clamp-mounted fuel injector of an integral nozzle and nozzle holder design with a 9.5 mm (nominal) holder shank diameter and deals only with the interface between the injector and the engine. The internal construction of the fuel injector remains optional with the manufacturer.
2. **References**
 - 2.1 **Related Publication**—The following publication is provided for information purposes only and is not a required part of this document.
 - 2.1.1 ISO PUBLICATION—Available from ANSI, 25 West 43rd Street, New York, NY 10036-8002.

ISO 2698—Diesel engines—Clamp-mounted fuel injectors, types 7 and 28
3. **Description**—Figure 1 illustrates the shank length “L”. Dimensions of the fuel inlet, leak-off connections, and method of hold-down are optional and, therefore, are not shown.

Figure 2 illustrates the engine bore details.

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SHANK LENGTHS

(1) $L \pm 0.3$
Variable

1. This dimension determines the distance between the reference plane Y-Y' and the point of intersection of nozzle orifice with the fuel injector axis and varies with application.
2. With commercial tolerances, before compression.
3. Carbon Dam OD to provide radial seal with engine bore.

FIGURE 1—SHANK LENGTH “L”