embodiment described with reference to FIG. 5 and the back-up ring 321 described with reference to FIG. 8, the degree of increase in inner diameter can be changed.

[0102] The slit 21A formed in the back-up ring 21, as described with reference to FIG. 2, is not an essential configuration. In each of the above embodiments, the thickness of the back-up ring that is a length from the pressure-receiving surface to the seating surface in the extending direction of the axis C can be appropriately changed.

[0103] For example, FIG. 3 shows the back-up ring 21 having a thickness where the pressure-receiving surface 23 is located closer to the end surface 92 than the end of the tapered portion 96 on the cylindrical portion 98-side is. By further increasing the thickness of the back-up ring 21, the pressure-receiving surface 23 may be set at a height equal to or higher than the end of the tapered portion 96 on the cylindrical portion 98 side in the extending direction of the axis C.

[0104] In the first embodiment, a ratio of the difference between the inner radius PIR1 of the mounting portions 81 and the outer radius ROR1 of the back-up ring 21 to the dimension RW2, and a ratio of the difference between the inner radius RIR1 of the back-up ring 21 and the outer radius IOR1 of the tapered portion 96 to the dimension are each exemplified in term of a ratio relative to the dimension RW2. However, in each of the above embodiments, the respective dimensions of the sealing structure based on the respective shapes of the back-up ring, the fuel injection valve 90, and the mounting portion 81 are not limited to these exemplifications. By seating the back-up ring to the end surface 92 of the fuel injection valve 90 with no fuel pressure applied to the back-up ring, while providing the gap between the outer circumferential surface of the back-up ring and the mounting-portion inner surface 82, and the gap between the inner circumferential surface of the back-up ring and the introducing-portion outer surface 95 (tapered outer surface 97), it is possible to reduce insertion load during the mounting of the back-up ring to the fuel injection valve 90. Furthermore, although the gaps are provided, by decreasing the gaps, the gaps are likely to be easily filled when fuel pressure is applied to the back-up ring, and the back-up ring is thus deformed.