

Designed to measure the return flow of Common Rail high pressure diesel injectors. The kit allows simultaneous measurement of the pressure in 6 injectors and quickly identifies any damaged injectors. Suitable for use on Bosch | Siemens | Denso and Delphi common rail injection systems.

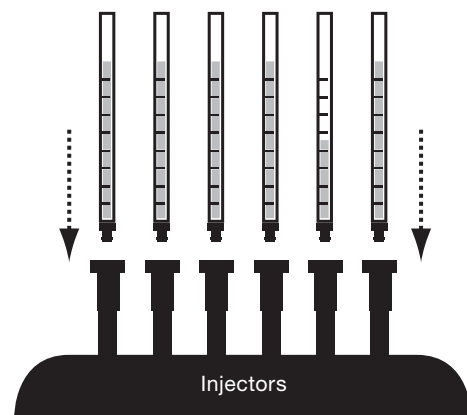
# Instructions

Disconnect the retention ring and the return pipes from the injector (Fig 1) and block the pipes to prevent leakage when the engine is started.

Two options are now available:

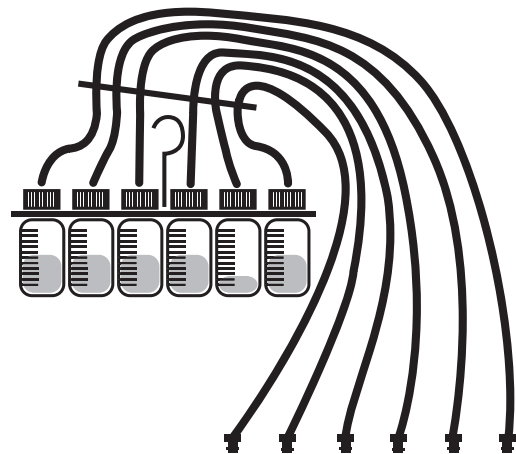
## A Direct Connection using Manometers

The fastest method is direct connection to the injector and useful when the engine cannot be started. The fuel enters the manometer directly without flowing through the flexible pipes, reducing the time the engine needs to be running. Suitable for Bosch, Siemens or Denso plug connectors.



## B Connection using Flexible pipes

Where access is difficult the flexible pipes can be used and the bottles hung beneath the bonnet using the hanger provided. Also more suitable for Delphi systems.



After connection start the engine and wait until the fuel flows half way up the scale (on either Manometer or bottle).

Stop the engine.

The injectors are working correctly if all of the levels are similar.

If one level is less than the others (up to 25%) then this injector is damaged.

Record the damaged injector and disconnect the flow meters.

**Connect the vehicle's return pipes and retaining rings.**