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Guarantee

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LASER®

Part No. 5260

Diesel Injector Fuel Return Flow Tester

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Diesel Injector Fuel Return Flow Tester

Designed for use on the injector return side of a common rail diesel system, measures return fuel flow on engines up to ten injectors in one test.

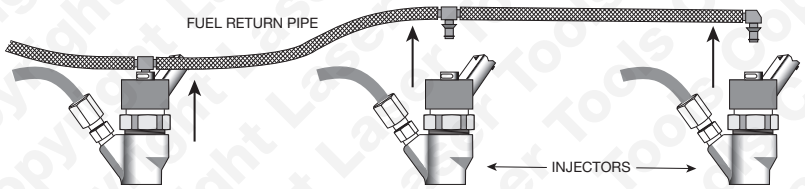
Assists with diagnosis of:

- Poor or no engine starting
- Rough running
- Poor acceleration
- Overall lack of engine power
- Smoke on tick-over or acceleration

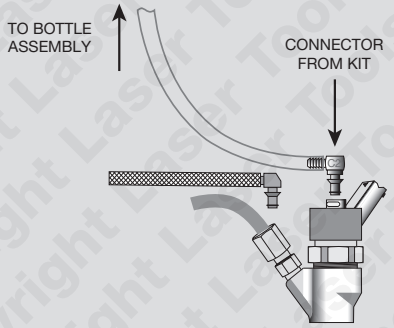
Pressure loss on a common rail fuel system can often result in one or more of the above symptoms. A common reason for pressure loss is excessive fuel being returned to the fuel tank (also referred to as 'back leakage'). If the injector(s) suffer from excessive back leakage, the fuel pump cannot generate enough pressure to let the system operate correctly. This can be more obvious at start and tick-over as fuel pressure is directly related to engine revolutions.

Instructions:

1. Modern engines are usually fitted with a sound deadening cover over the top of the engine. Remove this cover to gain access to the injectors.
2. The fuel return pipe connectors are secured with wire clips. Remove these and store in a safe place.
3. Ease off the return pipe connectors from the injectors; take care with this operation as the connectors can be brittle.

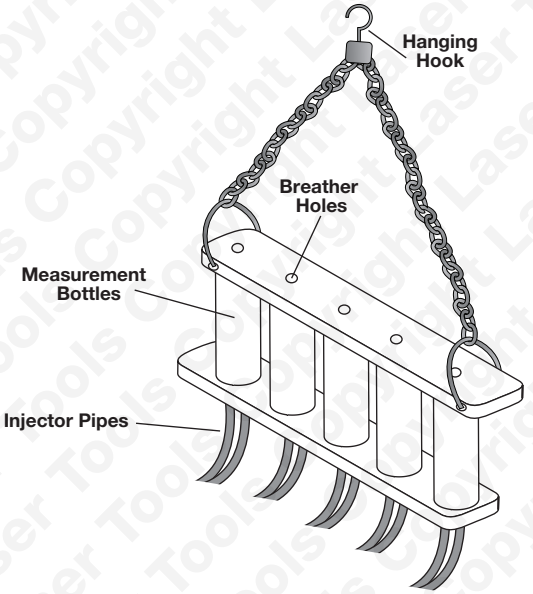


4. Plug or clamp the ends of the return pipes to avoid spillage
5. Hang the bottle assembly in a suitable position under the bonnet.
6. Choose the correct connectors from the kit and fit to the ends of the flexible pipes. These are a push fit into the pipe.
7. Connect the flexible pipes to the injectors. They do not require the wire clip to secure (return system is low pressure).



Instructions – Checking The Timing

8. Start the engine and leave to tickover.
9. Watch the bottles and stop engine when they are approximately 75% full.
10. Compare the levels across the bottle assembly. A bottle showing more than 10% extra fuel points to an injector that may have a back leakage problem.



11. Remove each flexible pipe from the injectors; to help avoid spillage, place a finger over each bottle vent (top of bottle assembly) as the pipe is being removed. Pinch pipe to hold back the fuel and then drain the fuel into an appropriate container.
12. Refit the return pipe connectors to the injectors and secure with the wire clips.
13. Start engine again and carefully check all previously removed connectors for leaks.

NOTE: Instructions are for guidance only. Please refer to the manufacturer's service manual.

Precautions:

- Designed for use on the return side of the injector. DO NOT connect to the high pressure side.
- Keep tool clean and dust free.
- Wear eye protection when using.