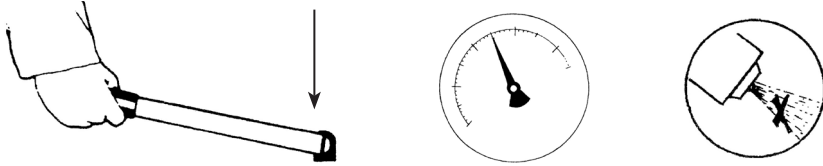
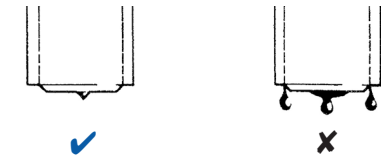


TESTING

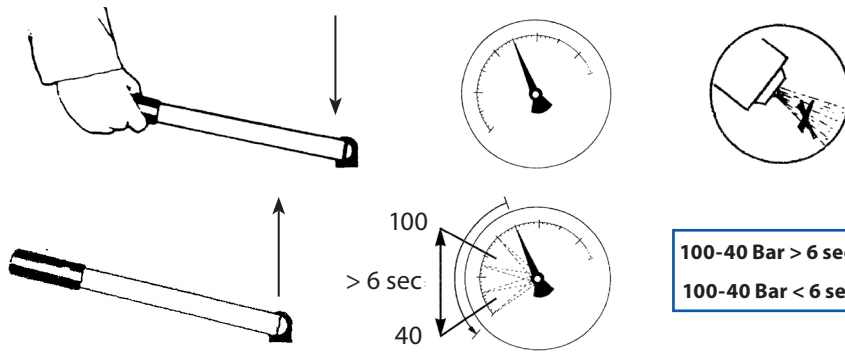
3. Injector Nozzle Leak



- Press the pump lever and introduce a pressure 20 bar below injector opening pressure.
- Inspect the injector nozzle for leaks.



4. Injector back leakage



- Press the pump lever and introduce a pressure 20 bar below injector opening pressure.
- Release the pump lever.
- Observe the gauge, and time the duration of the needle drop from 100 bar to 40 bar which should exceed six seconds.



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Sykes-Pickavant[®]

Diesel Injector Tester & Aspirator

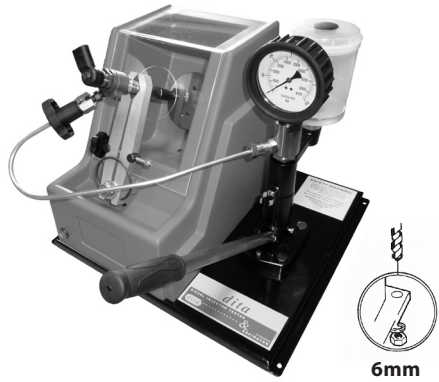


SPECIAL FEATURES

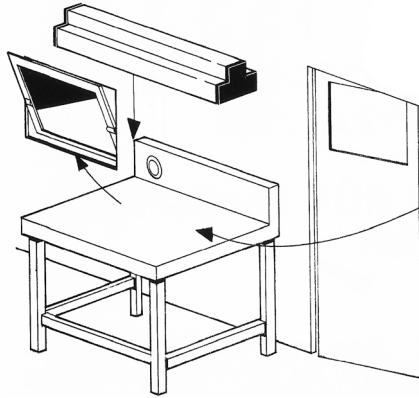
- 0-400 bar/6000 psi damped gauge
- 12mm and 14mm quick fit injector adaptor
- Safety viewing screen
- Atomised fluid extractor
- Injector nozzle inspection disc
- Test fluid storage and recovery

PART NUMBER
314500

INSTALLATION

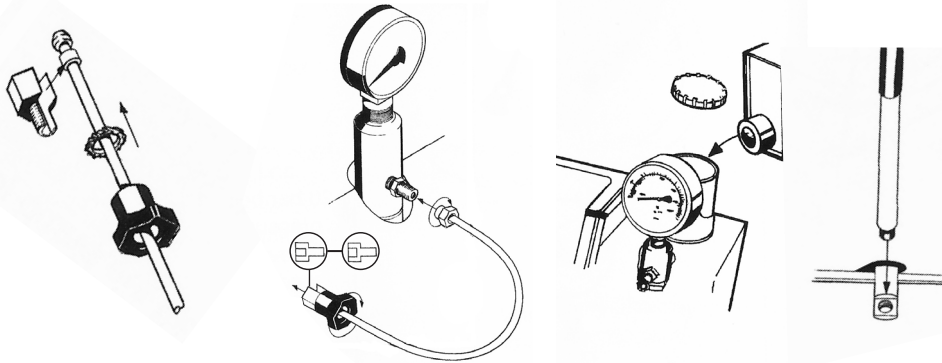


6mm



- Select a suitable ventilated area and ensure an air line is available.
- Position the tester on the bench and secure the base plate using the four mounting bolts supplied

- Fit the air line adaptor to the inlet tap.
- Minimum pressure required: 80 psi (6 bar)
- Adaptor: PCL compatible
- Thread fitting: 1/4" BSP



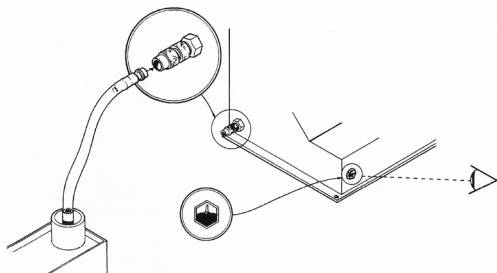
- Fit the correct injector adaptor to the delivery pipe

- Secure pipe to the pump outlet

- Fill pump reservoir with calibration fluid

- Attach the pump lever

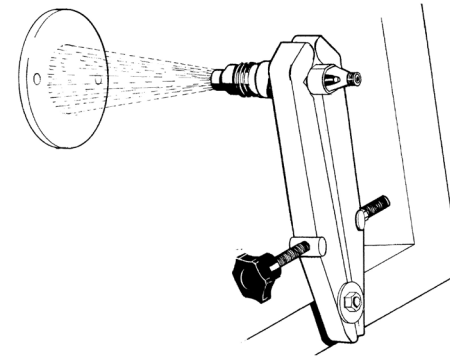
DRAINING



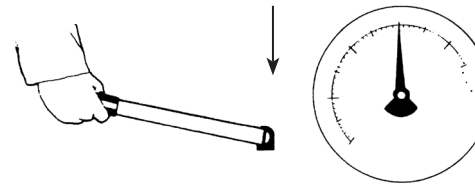
- The lever indicator on the front of the aspirator unit indicates when the reservoir requires draining. Connect the drain hose to the quick coupler and drain the fluid into a suitable container.

TESTING

1. Injector Atomisation pressure check

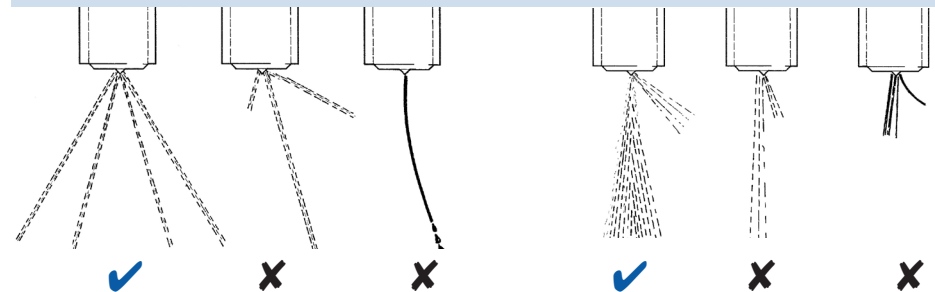


- Fit the test injector to the aspirator clamp, and tighten the delivery pipe. Ensure the protective screen is in place.



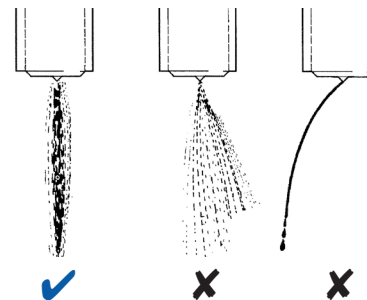
- Open the aspirator tap. Press the pump lever to purge the injector and create pressure.

2. Nozzle Spray Check



Multi-Hole Nozzle Spray Form

Pintaux Nozzle Spray Form



Pintle Nozzle Spray Form

- Repeatedly press the lever whilst checking the injector opening pressure (cracking pressure); the spray pattern and the injector chatter (ability of the injector to open and close correctly maintaining an atomised fuel delivery).