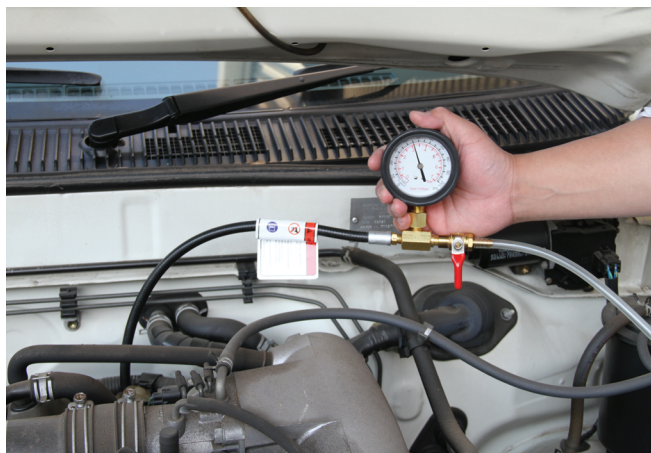


Warning

- **WARNING!** Ensure all health and safety, local authority and general workshop practice regulations are adhered to when using these tools.
- **DO NOT** use tools if seals or threads are damaged. This may incur false readings and personal injury.
- Any defective seals **MUST** be replaced before use to avoid incorrect readings.
- Maintain the tools in good, clean condition for optimum performance.
- Ensure that a vehicle that has been jacked up is adequately supported with axle stands.
- Wear approved eye protection.
- Wear suitable clothing to avoid snagging, tie back long hair and **DO NOT** wear jewellery.
- Ensure fuel supply is isolated to prevent fire whilst engine is being tested.
- Ensure that the correct connector is used for the engine/vehicle being tested.
- Always release the pressure from the gauge before disconnecting the quick release coupling.
- Account for all tools and parts being used and **DO NOT** leave them in or near the engine.
- **WARNING!** Select neutral or 'park' if automatic transmission and keep hands clear of the rotating engine.

IMPORTANT

- **These instructions are provided as a guide only**
- Always refer to the vehicle manufacturer's workshop manual, or a proprietary manual, to establish the current procedure and data.
- When not in use, return all parts in the supplied case and store this in a safe, dry, childproof location.
- **WARNING!** The warnings, cautions and instructions referred to in this manual cannot cover all possible conditions and situations that may occur.
- It must be understood that common sense and caution are factors which cannot be built into this product, but must be applied by the operator.



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Fuel Pressure Tester Kit Master Fuel Injection User Guide



- The purpose of this tool is to diagnose fuel related issues such as misfire, high fuel consumption, no start situation and low or no pressure etc
- Comprehensive kit suitable for testing fuel delivery pressure on both mechanical and electronic fuel injection systems
- Includes assorted range of hoses, banjo bolts, hose barb fittings and unions necessary to adapt to early and later model vehicles
- Suitable for petrol and low pressure side diesel system only
- Supplied in custom moulded plastic hard case with double tray lift out for easy access and identification of all parts

Note: Not suitable for diesel high pressure or petrol high pressure direct injection side

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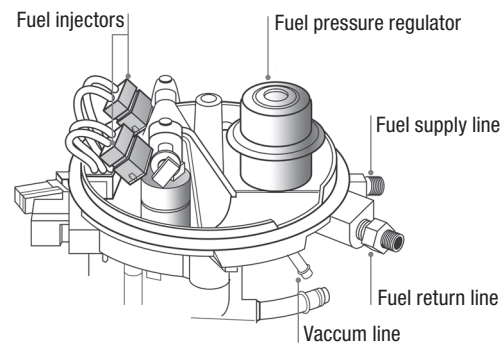
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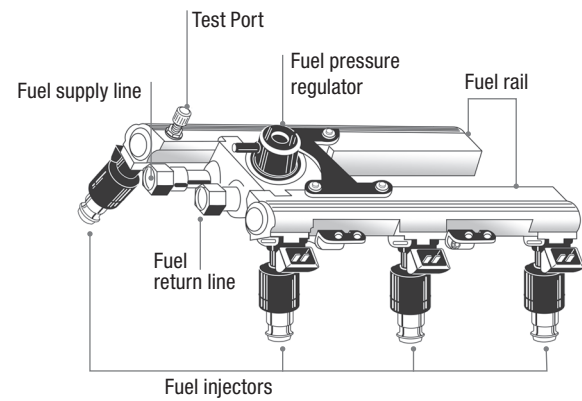
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Electronic Fuel Injection Types

- There are two basic types of electronic fuel injection systems. Central fuel injection (CFI) and multi-port injection (MPFI) fuel systems
- Central fuel injection systems commonly use one or more injectors mounted in the throttle body and spray fuel into the inlet manifold. Evenly distributes the fuel and air mixture into the cylinders, similar to a carburettor system
- Multi-port injection systems will have individual injectors per cylinder mounted on the intake manifold and will spray fuel simultaneously



CENTRAL FUEL INJECTION (CFI)



MULTI-PORT FUEL INJECTION (MPFI)

Note: Images for illustrative purposes only, refer to manufacturer specifications

BASIC FUEL SYSTEMS SET UP

NOTE: Always check manufacturer procedures and specifications

1. Use pressure gauge no. 1 and fit basic hose to the T-piece of the gauge. Use an appropriate thread sealant to secure connection on the adaptor (fig.1)
2. Attach the clear hose onto the pressure relief valve
3. Close bleed-off valve on the pressure gauge assembly (fig.2)
4. Depressurise the fuel system before disconnecting fuel lines off the vehicle
5. Locate the fuel outlet on the fuel system, you may require an adaptor supplied in the kit to connect the tester
6. Start the engine and check for leaks from the connections
7. Inspect the fuel pressure gauge, note down the results. Check manufacturer's specifications for required pressure levels
8. Switch off engine
9. Release pressure using the pressure relief valve on the test gauge (fig.3) **CAUTION:** A small amount of fuel may be expelled
10. Remove test equipment
11. Reconnect fuel lines
12. Clean any remaining fuel, start the engine and check for leaks

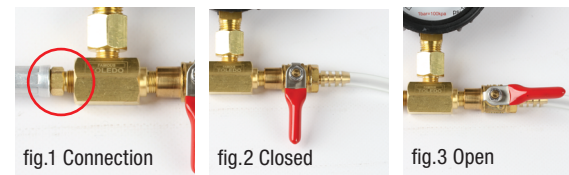
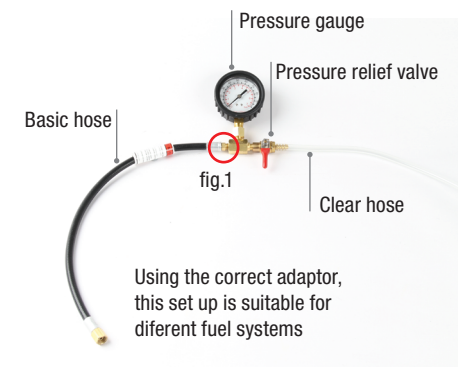


fig.1 Connection fig.2 Closed fig.3 Open

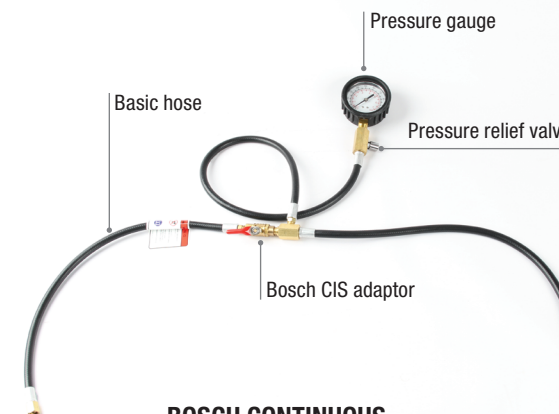


BASIC FUEL SYSTEMS SET UP

BOSCH CONTINUOUS INJECTION SYSTEMS (C.I.S)

NOTE: Always check manufacturer procedures and specifications

1. Clean the fuel distributor to prevent dirt from entering the system
2. Use pressure gauge no. 1 and remove the gauge from the T-piece. Use an appropriate thread sealant to secure connection on the Bosch adaptor hose
3. Connect the Bosch hose to the fuel distributor, warm-up compensator hose or pressure dampening hose
4. Due to differences in vehicle manufacture it may be necessary to use one of the kit adaptors. Select the control pressure regulator side of the system
5. Release any air in the system by engaging the pressure relief valve located below the pressure gauge **CAUTION:** A small amount of fuel may be expelled
6. Start the engine and check for leaks from the connections
7. Read the pressure and compare with manufacturers specifications, switch engine off once completed
8. Release pressure in the test hose by depressing the relief valve below the gauge once again taking care with any expelled fuel
9. Remove testing equipment and re-connect lines
10. Start the engine and check for leaks



BOSCH CONTINUOUS INJECTION SYSTEMS (C.I.S)

Ref No.	Description	Qty	Ref No.	Description	Qty
1	Pressure gauge 0 - 100 psi (0 - 7 bar) (Ø 56mm)	1	21	Adaptor Honda 6mm x 1.00 with valve (40mm)	1
2	Pressure gauge 0 - 60 psi (0 - 4 bar) (Ø 38mm)	1	22	Adaptor banjo bolt 8mm x 1.00 with valve (45mm)	1
3	Adaptor 1/4" NPT female T-piece with valve (40mm)	1	23	Adaptor banjo bolt 10mm x 1.00 with valve (45mm)	1
4	Adaptor GM quick connect with valve (160mm)	1	24	Adaptor banjo bolt 1 2mm x 1.25 with valve (45mm)	1
5	Adaptor GM 2.2K quick connect male - 5/8" x 18 female (150mm)	1	25	Adaptor banjo bolt 12mm x 1.50 with valve (50mm)	1
6	Adaptor GM T.B.I (110mm)	1	26 (A)	Adaptor 12mm x 1.50 male - 5/8" x 18 male (40mm)	1
7	Adaptor Ford spring lock (270mm)	1	27 (A)	Adaptor 12mm x 1.50 male - 16mm x 1.50 male (40mm)	1
8	Adaptor Ford hairpin lock (170mm)	1	28 (A)	Adaptor 12mm x 1.50 male - 14mm x 1.50 male (40mm)	1
9	Adaptor 12mm x 1.50 male 8mm x 1.00 male	2	29 (A)	Adaptor 12mm x 1.50 male - 1/4" NPT (40mm)	1
10	Pipe plug 1/4" x 1/4" (6mm x 6mm)	1	30	Adaptor 12mm x 1.50 male - 10mm x 1.00 male (40mm)	1
11	Hose 5/16" (55mm)	1	31	Adaptor 12mm x 1.50 male - 10mm x 1.00 female (30mm)	1
12	Hose 1/4" (55mm)	1	32	Adaptor 12mm x 1.50 male - 8mm x 1.00 female (20mm)	1
13 (A)	Adaptor barb 12mm x 1.50 male 1/4", 5/16" & 3/8" (60mm)	1	33	Hose clamps	4
14	Adaptor 12mm x 1.5 male - 8mm x 1.00 male (76mm)	1	-	Adaptor hose Ford (350mm)	1
15 (A)	Union 1/4" NPT (28mm)	1	-	Adaptor Bosch CIS/K Jetronic	1
16 (A)	Union 14mm x 1.50 (28mm)	1	-	Clear hose (1500mm)	1
17 (A)	Union 5/8" - 18 (30mm)	1			
18 (A)	Union 16mm x 1.50 (30mm)	1			
19	Adaptor barb 5/16" x 1/4" NPT (40mm)	2			
20	Adaptor barb 1/4" x 1/4" NPT (40mm)	2			