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DIESEL SYSTEMS AUSTRALIA

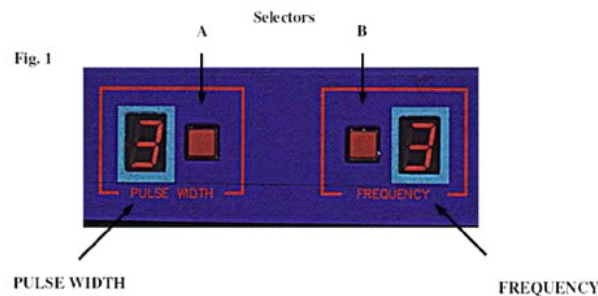
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CR 134-01 COMMON RAIL INJECTOR

Product Bulletin

TESTER



INSTALLATION

1. Place injector on the special support of testing pump (hand-operated injector tester.)
2. Connect **COMMON RAIL INJECTOR TESTER** to the current network and set the switch located on the under side of the device into **position 1 (One)**.
3. Join the flex through a special connector located on the underside of the tester with the injector to be tested.

TESTS

1. **Test "start"**. Press switch "A" of the injector tester until the **digit 1 (One)** appears on the corresponding display. Press switch "B" until the **digit 3 (Three)** appears on the corresponding display. Install testing pump and adjust it to the min pressure level of **180 bar**. Control atomization of injector and corresponding recuperation. Conduct the same test setting switch "B" firstly into **position 2 (Two)**, then into **position 4 (Four)**.
2. **Injection test under min load.** Install testing pump and adjust it up to min pressure level of **250 bar**. Press switch "A" until the **digit 2 (Two)** appears on the corresponding display. Press switch "B" until the **digit 4 (Four)** appears on the corresponding display. Control atomization and corresponding gas-oil dissipation during injector recuperation. Repeat the test setting switch "B" into **position 3 (Three)**.
3. **Injection test under max load.** Install testing pump and adjust it up to min pressure level of **250 bar**. Press switch "A" until the **digit 6 (Six)** appears on the corresponding display. Press switch "B" until the **digit 5 (Five)** appears on the corresponding display. Control atomization and corresponding gas-oil dissipation during injector recuperation. Repeat the test setting switch "B" into any position and control with special attention injection recuperation at high impulse time values (switch is set at low values), recuperation increase will be observed.

CONTROL AND PRECAUTIONS

1. During each test control spitting of pulverizer (five holes), if necessary change pulverizer.
2. In case of pulverizer change control injector impermeability (dripping absence).
3. Control gas-oil dissipation during injector recuperation (upper part of injector); dissipation is considered as correct when it does not make foam or bubbles, if not, control atomization or change injector because of tension rod hardening.

Do not keep COMMON RAI INJECTOR TESTER connected to the power supply for a long time, since the internal components, due to high voltage and current, could be overheated.

Hotline: 1800 331 277

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