



ATD-5567 Fuel Injection Pressure Tester Owner's Manual



Basic fuel injection tester includes large and small Schrader adapters, M6-1.00 O-ring adapter and tee manifold. Includes everything needed to test the following systems:

- American Motors, Bosch AFC, MPC European and Japanese (except CIS)
- Chrysler Corporation
- Ford Motor Company
- GM (except TBI)
- Japanese fuel injection systems and other Bendix-type fuel injection systems
- Schrader-type valve, including the small valve found on multi-port systems on Ford
- 2-1/2" gauge has dual scale dial with ranges from 0-100 psi and 0-7 BAR

WARNING

WARNING: This product contains chemicals, including lead, known to the State of California to cause cancer, birth defects or other reproductive harm. *Wash hands after handling.*

FUEL INJECTION TESTER

Fuel Injection Fuel Pump Pressures – Consult factory manual or dealer when possible since pressures may vary from year to year.

WARNINGS:

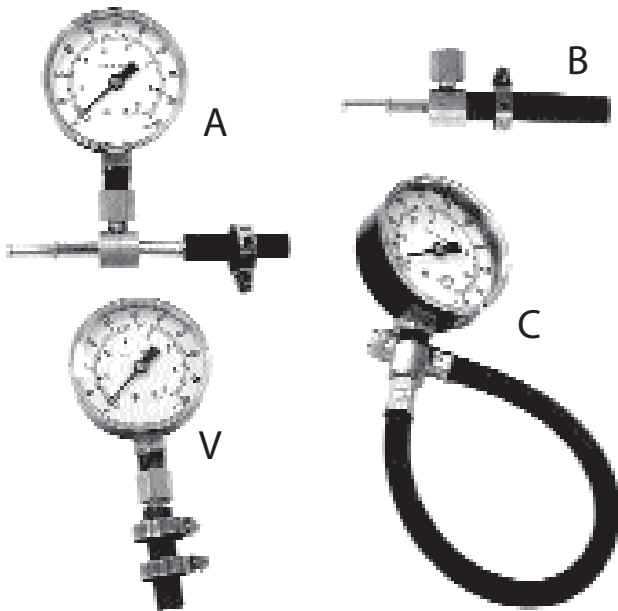
1. Do not loosen hose or fitting on the car until you have placed a cloth around it. Fuel may be under pressure in the system and could spray out, creating a fire hazard and/or personal injury. Dispose of cloth properly.
2. It is best to do fuel injection testing while the engine is cold, so if any fuel is spilled, it will not catch fire on a hot engine.
3. Do not allow any dirt to enter the system as it might clog fuel injectors.
4. To prevent leaking, use pipe compound or gasket sealer on the pipe threads of the gauge where it screws into the tee or hose assembly. Use sparingly so that it does not get into the fuel system.

Electronic Bosch L&D Jetronic, Standard Schrader

INSTRUCTIONS:

All tests are made at idle at the high pressure side of the fuel pump. This would be the side toward the fuel rail and injectors. After reading and heeding WARNINGS (above), with the engine OFF, connect the tester using appropriate hook-ups A, B, C, or V, (see diagram next page) depending on the car you have:

- A. Typical hook-up with 1/4" fuel line.
- B. Typical hook-up with 5/16" fuel line.
- C. Typical hook-up for standard Schrader-type valve.
- V. Special hook-up for Volkswagen.



A & B. Typical Hook-up

1. Loosen hose clamp on high pressure side of fuel pump.
2. Pull hose off fuel pump.
3. Connect hook-up A or B into the system between the loose fuel line and the fuel pump.
4. Tighten hose clamps securely on the hose.
5. Start engine.
6. Read gauge and adjust fuel pump pressure if necessary.
7. Stop engine.
8. Remove tester from the car.
9. Replace car's fuel line hose, and retighten clamp. Check for leaks.

C. Standard Schrader Valve Hook-up

1. Attach gauge to female pipe thread on long hose assembly.
2. Screw on female swivel coupling to the test fitting on the car.
3. Start engine.
4. Read gauge and adjust fuel pump pressure if necessary.
5. Stop engine.
6. Remove tester from the car. Check for leaks.

V. Special Volkswagen Hook-up

1. Assemble special VW hook-up as " V" in diagram, slipping bottom hose clamp on the bottom loosely. Tighten upper hose clamp.
2. Remove cap from special testing hose barb on car.
3. Push 1/4" hose onto hose barb on the car, and tighten lower hose clamp securely.
4. Start engine.
5. Read gauge and adjust fuel pump pressure if necessary.
6. Stop engine.
7. Remove tester from car.
8. Replace cap on testing barb. Check for leaks.

Ford Fuel Injection Adapter, Small Valve



INSTRUCTIONS:

1. Attach gauge to the hose assembly that has the female pipe thread, using pipe sealer. (Assembly C)
2. Hand-tighten male end of Ford Fuel Injection Adapter onto the female end of the gauge hose assembly.
3. Screw on female swivel coupling to the test fitting on the car.
4. Start engine.
5. Read gauge and adjust fuel pump pressure if necessary.
6. Stop engine.
7. Remove tester from the car. Check for leaks.

Honda Fuel Injection Adapter

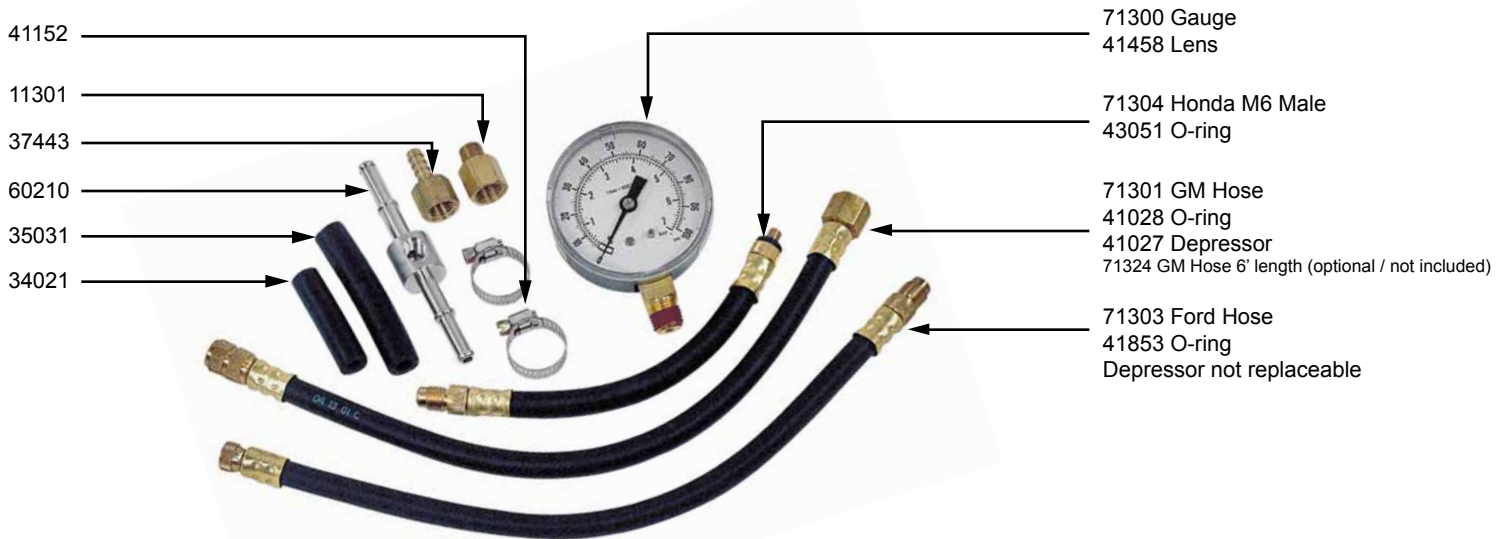


INSTRUCTIONS:

1. Attach gauge to the hose assembly that has the female pipe thread, using pipe sealer. (Assembly C)
2. Hand-tighten large male end of Honda Fuel Injection Adapter onto the female end of the gauge hose assembly.
3. Remove the screw from the test port on the bolt holding the banjo fitting onto the fuel filter. (Fuel filter is under the hood, just in front of the fire wall, on the passenger side.)
4. Screw gauge hose assembly hand tight into where screw was removed.
5. Start engine and measure fuel pressure.
6. To disconnect , wrap connection in a rag. Do not disconnect over a hot engine or manifold.
7. Replace and tighten the screw to the banjo bolt. Check for leaks.

ATD®

ATD-5567



ORDERING PART#	PART DESCRIPTION
42130	INSTRUCTION SHEET
52001	PLASTIC POUCH
71300	GAUGE ASSEMBLY 2.5 ga 100 PSI 1/4 MNPT
71301	HOSE ASSEMBLY - GM (GAUGE HOSE) STD SCHRADER
71303	HOSE ASSEMBLY - FORD
71304	HOSE ASSEMBLY - HONDA 6MM MALE

71302	SMALL PARTS KIT INCLUDES:
11301	REDUCER ADAPTER 1/4" F X 1/8" MALE
34021	HOSE 1/4" ID x 6"
35031	HOSE 5/16" ID x 6"
37443	1/4" HOSE BARB x 1/4" FNPT
41152	3/8" HOSE CLAMP
60210	FUEL MANIFOLD
71324	GM HOSE 6' LONG (NOT INCLUDED)