

# Chantrol®



## **FUEL-INJECTION PRESSURE TEST SET**

Model No: CHT713

Part No: 1801713

### **USER INSTRUCTIONS**

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# INTRODUCTION

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Thank you for purchasing this CLARKE product.



The CHT713 is a comprehensive kit of adaptors and fittings for modern Schrader test port fuel injection systems. Components are fitted with a quick coupling system and safety valve to prevent inadvertent discharge of fuel under pressure. The kit is supplied with large, high pressure gauge, reading 0-145 psi and 0-1000 kPa. The gauge has a hanging hook and protective surround. A pressure release valve fitted with a long drain hose allows safe recovery of fuel.

Please read and follow the instructions carefully. In doing so you will ensure the safety of yourself and others around you, and you can look forward to the product giving you long & satisfactory service.

**Please keep these instructions in a safe place for future reference**

## **GUARANTEE**

This product is guaranteed against faulty manufacture for a period of 12 months from the date of purchase. Please keep your receipt which will be required as proof of purchase.

This guarantee is invalid if the product is found to have been abused or tampered with in any way, or not used for its intended purpose.

Faulty goods should be returned to their place of purchase. No product can be returned to us without prior permission.

This guarantee does not effect your statutory rights.

**Clarke**

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## SAFETY RULES

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**WARNING! DO NOT USE THIS KIT OR THE COMPONENTS FROM THIS KIT ON DIESEL FUEL SYSTEMS OR HIGH PRESSURE PETROL INJECTION SYSTEMS IN EXCESS OF 145 PSI. ENSURE YOU HAVE READ AND UNDERSTOOD THE SAFETY ASPECTS OF DEALING WITH THE FUEL INJECTION SYSTEM AND PETROL IN GENERAL BEFORE COMMENCING. ENSURE ALL HEALTH AND SAFETY, LOCAL AUTHORITY, AND GENERAL WORKSHOP PRACTICE REGULATIONS ARE STRICTLY ADHERED TO WHEN USING THIS PRODUCT.**

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**IMPORTANT: Always refer to the vehicle manufacturers service instructions, or proprietary manual to establish the current procedure and data. These instructions are provided as a guide only.**

1. Always maintain tools in good and clean condition for best and safest performance. DO NOT use the test kit if parts are damaged.
2. Always account for all tools and parts being used and do not leave them in, or on the engine after use.

## FUEL HAZARDS

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**WARNING! PETROL FUMES AND BATTERY GASES ARE EXPLOSIVE.**

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1. **DO NOT** smoke or allow an open flame or sparks in the work area.
2. Always keep a dry chemical (Class B) fire extinguisher near to the working area.
3. Avoid fire hazards by using caution when disconnecting fuel lines and installing adaptors - some spillage is inevitable.
4. When connecting to, or disconnecting from, a fuel system, relieve pressure from the system and wrap a cloth around the fuel line fitting to absorb any fuel leakage.

## FUEL LEAKS

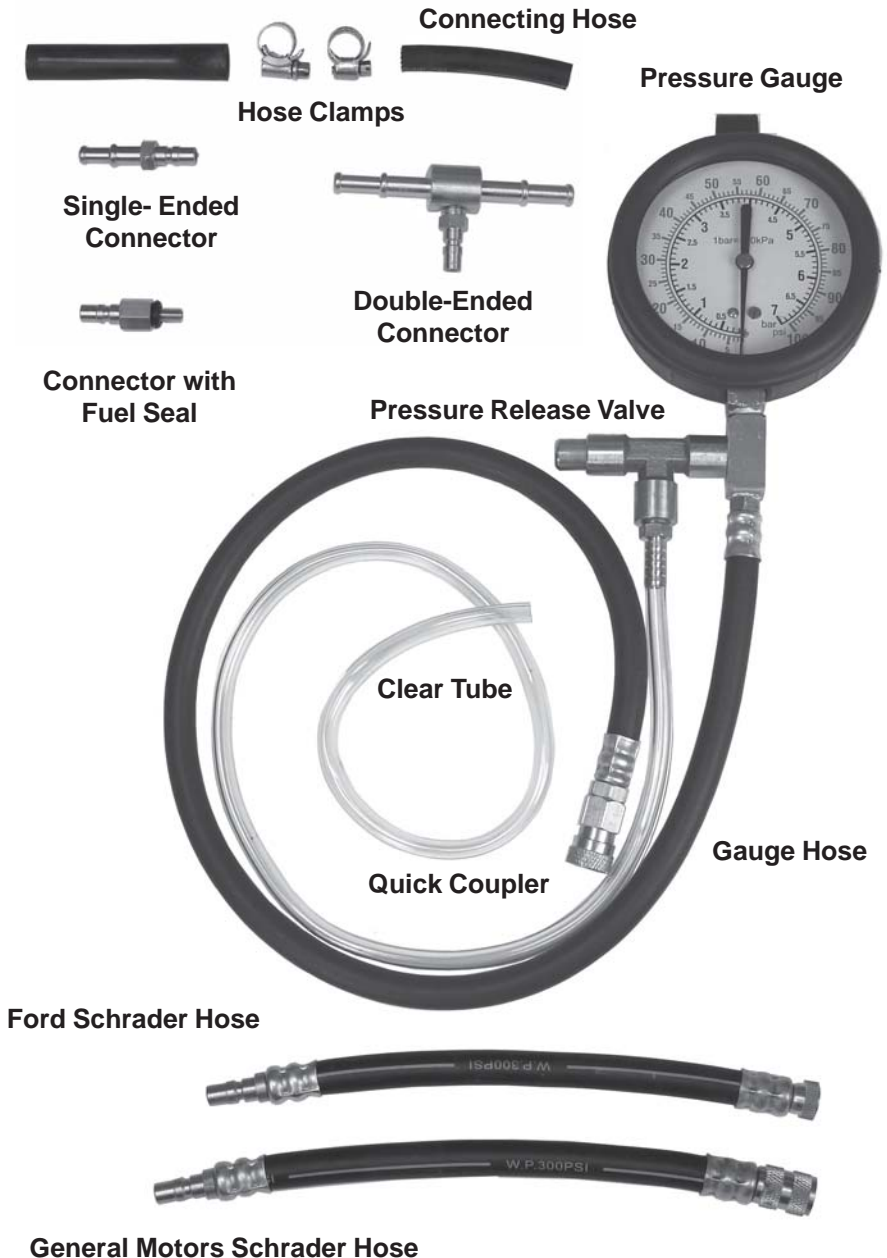
1. Constantly check the gauge and adaptor connections for leakage. If you see leakage, turn off the ignition or disable the fuel pump. Relieve the fuel pressure if necessary and correct any leaks before continuing.
2. **DO NOT** let fuel drip or spill onto a hot engine.
3. Wipe up any fuel spills immediately.
4. Always secure the connecting hoses with hose clamps to ensure leak-free connections.

5. Check all adaptor sealing washers and 'O' rings are in good condition before use.
6. **DO NOT** allow fuel to remain in the adaptors or hoses after use.

## **PERSONAL SAFETY**

1. Wear approved eye protection. A range of personal safety equipment is available from your CLARKE dealer.
2. Keep yourself, clothing and test equipment away from all moving or hot engine parts.
3. Do not wear jewellery and tie back long hair.
4. Before performing a test with the engine running (unless the vehicle manufacturers manual states otherwise), set the parking brake and place the gear selector in neutral or park, and block the drive wheels.
5. Exhaust emissions contain deadly poisonous gases. The test area must be well ventilated - route the exhaust gas outdoors.
6. Before repairing the fuel system, turn off the ignition switch and disconnect the battery as stated in the manufacturers manual.
7. Never disconnect the battery whilst the engine is running.

# WHAT IS SUPPLIED



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# METHOD OF USE

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## RELEASING FUEL SYSTEM PRESSURE

**Note: The following instructions are intended as a guide only. Always adhere to manufacturers procedures for relieving system pressure.**

Before disconnecting fuel lines to connect the adaptors and pressure gauge to the fuel system, the fuel system pressure must be released.

This will prevent fuel spraying when a joint is disconnected.

1. Switch off the ignition and loosen the fuel tank cap to release any tank pressure, then re-tighten.
2. To release fuel pressure, it is necessary to prevent the fuel pump operating, whilst still allowing both injection and ignition systems to operate. The procedure may simply require the fuel pump relay, fuse or electrical supply to be disconnected.

**Note: Some models have two fuel pumps - make sure both are disabled.**

3. With the pump(s) disabled, run the engine until it stalls and then crank over 5 to 10 times.

On some electronic fuel injection systems, removing the fuel pump fuse disables both the fuel pump and the injectors. In this case refer to manufacturers procedure.



**WARNING! DO NOT ASSUME THAT PRESSURE IN THE FUEL SYSTEM HAS BEEN RELEASED. WHEN DISCONNECTING, WRAP A CLOTH AROUND THE FUEL LINE FITTING TO ABSORB ANY FUEL LEAKAGE.**

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## CONNECTION AND USE

1. With the engine off and the fuel system pressure released, connect the correct hose and adaptor to the fuel system at the point to be tested and connect to the quick coupler on the gauge hose ensuring its locking collar is secure.



**CAUTION: WRAP A CLOTH AROUND THE FITTINGS TO ABSORB ANY FUEL.**

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2. Re-connect the fuel pump(s).
3. Start engine and allow to idle.

4. Read the fuel pressure on the gauge and compare to the manufacturers specification.
5. Turn off the engine.
6. Place the end of the clear tube in a suitable container and push the relief button to depressurise the system.
7. Remove the tester and adaptors from the fuel line.
8. Restore the fuel lines to their original positions, restart the engine and check the system for leaks.

## **CLARKE AUTOMOTIVE EQUIPMENT**

### **Other automotive test equipment from CLARKE includes:**

CHT692	Compression Tester Kit HS0031	Part No 1801692
CHT693	Compression Tester Kit HS1000	Part No 1801693
CHT703	Diesel Engine Pressure Test Kit	Part No 1801703
CEOBD	Engine Fault Code Reader	Part No 4501117

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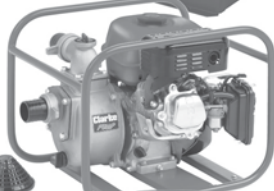
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