

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.

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: Always refer to the vehicle manufacturer's workshop manual, or a proprietary manual, to establish the current procedure and data.

These instructions are provided as a guide only.

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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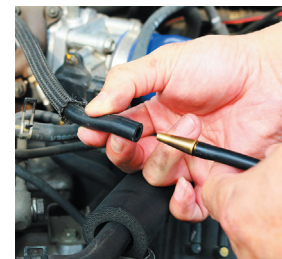
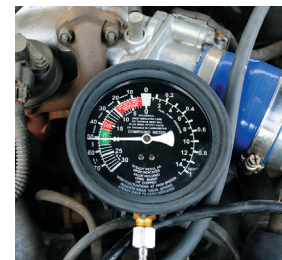
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Vacuum & Fuel Pump Pressure Tester User Guide







- Simple and effective kit to test for worn or defective components in mechanical fuel pumps and vacuum systems
- Quickly diagnose fuel delivery systems, vacuum-operated components, sticking intake and exhaust valves, worn piston rings, head gasket leaks and improper idle mixtures on carburetor, EFI, turbo and natural aspirated petrol engines
- Suitable for testing and tuning carburetors and timing peak for maximum fuel economy
- Large, easy to read 90mm pressure and vacuum dial gauge supplied with 750mm heavy duty hose and four piece brass adaptor set



Before you start

Warning: Refer to the vehicle manufacturer's service manual for instructions on relieving pressure from the fuel line, testing procedures and connection points and normal fuel pump pressure readings

Contents

Part No.	Description	Qty
	Dial Gauge Ø 90mm	1
	Heavy Duty Rubber Hose 750mm	1
	Manifold Adaptor Thread Size: 1/4" NPT 14mm	1
	Manifold Adaptor Thread Size: 3/8" NPT 18mm	1
	Stepped Cone Adaptor Thread Size: 1/8" NPT	1
	Cone Adaptor	1

Instructions

Fuel Pump Pressure Test

1. Relieve the fuel line pressure from the vehicle's fuel system
2. Disconnect the pump fuel outlet line at the pump
3. Select the correct adaptor required and use the supplied rubber hose to connect the vacuum/pressure gauge directly to the fuel pump (do not over tighten adaptor, ensure no leaks occur)
4. Start the engine and leave at idle speed
5. Turn off the engine. The current reading should hold for one or two minutes before going down to zero
6. Record readings and compare with vehicle manufacturer's specifications
7. Reconnect vehicle's fuel line to the pump
8. Start the engine and ensure no fuel leaks are found



NOTES:

If fuel pressure pump reading is between 4 and 6psi, it is considered satisfactory, with lower reading for smaller displacement engines. If pressure reading is out of this range consult the vehicle manufacturer's specifications.

Fuel Pump Vacuum Test

1. With the engine off, disconnect the fuel pump inlet line that comes from the fuel tank
2. Connect the vacuum/pressure gauge to the fuel pump inlet connector
3. Start the engine and observe gauge
4. If the gauge pointer rises to 10inHg (inch of mercury) before the pump runs empty and the engine stalls, the fuel pump is working properly
5. Turn ignition off and reconnect fuel line to the fuel pump



NOTES:

Consult workshop manual for specifications

Vacuum Testing

1. With the engine off, connect the vacuum/pressure gauge as close as possible to the inlet manifold. Use the supplied rubber hose and the correct adaptors as needed. Ensure rubber hose is not kinked (engines with separate inlet manifolds will require individual testing)
2. Start the engine and let it idle until the engine temperature reaches its normal operating temperature
3. Normal engine reading should remain steady between 17 and 22inHg (within the green zone)
4. Record the vacuum reading from the gauge and compare to vehicle's specifications



NOTES:

A slow fluctuation between 14 and 22inHg indicates that the carburetor needs adjustment, vacuum leaks or there are other engine faults. Refer to the vehicle's repair manual for specification, adjustment and repair procedures