

FSI/GDI Digital High and Low Pressure Tester

Product Code: 919 631 00

Availability: In Stock

Short Description

Art. 919 631 00

Description

Device for measuring the high and low pressure FSI (VW/Audi engines and GDI the like (PSA BMW-MINI)

PRESSURE MEASUREMENT FSI

FSI work in the same way as common rail diesel engines, that is, are equipped with a circuit of low pressure and high pressure circuit.

Equipment:

pressure gauge 0-250 bar with a T-piece for connecting hoses

pressure gauge 0- 10 bar with a T-piece for connecting hoses

- M12x1.5 / M12x1.5 hose - 2 pcs

- M12x1,5 / M14X1,5 hose - 2 pcs

FSI engines work in the same way as CommonRail diesel engines, i.e. they are equipped with a low pressure circuit and a high pressure circuit.

The instrument is able to measure both circuits, it is equipped with pressure gauges:

- up to 10 bar (low pressure)

- up to 250 bar (high pressure)

INSTRUCTION

- Attach the hose to the tee,
- Unscrew the steel cord connection "bus" a high-pressure injector and the hose ends to the terminal screw and nozzle of the injector.

Low pressure

At the beginning join gauge of 0-10 bar .

When the engine is off and the ignition key to "OFF", the pressure must be equal to 0. Turn the key (**without starting the engine**). Immediately after the injection is activated, enable the low pressure pump and **the pressure must reach values of about 5-6 bar**. If the pressure does not reach the required value, low-pressure circuit is not working properly. Therefore check the low pressure pump, a filter, and the like.

High pressure :

Hose remaining join in a tee with pressure gauge 0-250 bar

Start the engine and check if the pressure in the stationary vehicle is equal to about 50 bar, and during acceleration the pressure reaches a value between 100 and 110 bar. If the pressure in a stationary vehicle is much lower than the 50 bar high pressure pump or the controller is defective. If the pressure is higher than 110 bar, the regulator is defective.