DELPHI YDT 720 Electronic Injector Test Kit (Buzz Tool)

This simple, hand-held tool measures the injectors core criteria, allowing you to quickly compare values and identify if any are not within a comparable performance range, or confirm specific electronic failures which may indicate an unrepairable injector.

You can also use it in conjunction with our solvent cleaning kit to resolve early-stage lacquering. All with just one tool, saving significant time and cost for the garage.

Functions as follows:

- Measures resistance and inductance of the coil in the injector.
- Tests for coil open/short circuits.
- Checks the insulation of coil to injector body.
- Drives the valve to make it BUZZ, providing the valve is not stuck

Special Offer: **£995** +VAT

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Features and Benefits:

- Quick and accurate diagnostics of all makes of solenoid Common Rail injectors both on and off vehicle.
- Combines a digital multimeter, megohmmeter, millohmeter, LCR (inductance/capacitance/resistance) meter and signal generator into a single, economical and easy to use hand-held tool.
- Allows the user to compare values between the injectors and identify individual injector failures.
- Provides capability to check electrical integrity of an injector prior to commencing repair.
- Tests both coil resistance and inductance for an immediate and accurate assessment.
- Ability to drive the valve to make it BUZZ, proving the valve is not stuck from lacquering deposits.
- Complete range of adapter cables supplied with the kit for all-makes coverage.
- Resolve early-stage lacquering when used in conjunction with the Delphi Solvent Cleaning Kit and dedicated solvent cleaning solution.

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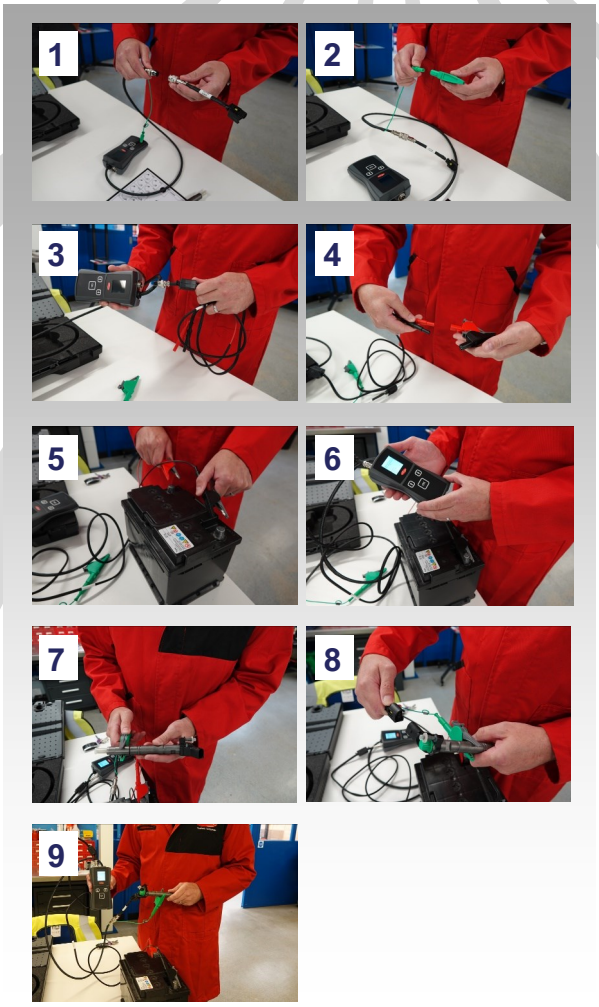
1. Connect the adapter cable to test unit, The Electronic Injector Test Kit comes with a complete cable kit to test all solenoid Common Rail injectors on the market.
2. Connect the green crocodile clip (earth) to the green banana connector on the test cable.
3. Connect the power supply cable to the test unit.
4. Connect the Battery Crocodile connectors to the supply cable.
5. Connect the supply connectors to the battery Red to the battery +ve and black to the –ve/0V). Battery must be in good condition and supplying a 15 to 25a current.
6. You should now have power to the test unit.
7. Connect the Green crocodile clip (earth) to an injector body, or another solidly secured component.
8. Connect the adaptor cable to the injector.
9. Power up! Once connected to the injector press the button to start the electronic test.



The unit should then check

- Detecting of the presence of an injector
- Testing for a coil open circuit
- Testing for a coil internal short circuit
- Checking the coil insulation to the injector body

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DELPHI YDT 732 Hydraulic Diagnostic Test Kit (Sealed Rail & False Actuator)

Includes YDT 850/YDT410/YDT747

The **YDT732** is grouped together as a package to offer an additional saving, compared to purchasing separately. This complete kit provides simple, low-cost on-vehicle capability for all makes of Common Rail pumps and Injectors. Consisting of a sealed rail pressure tester and injector back leak measurement equipment.

It allows the technician the capability to check the pressure being generated by a pump and identify individual injectors that fail, meaning only faulty components will need to be replaced.

Special Offer: **£995** +VAT

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- **Simple**, quick and accurate identification of faulty Common Rail pumps and Injectors.
- **On-vehicle** testing prevents the need for complete system removal and refit.
- **Compatible** with Delphi, Bosch, Continental and Denso systems enabling the diagnosis of the complete range of Common Rail systems, with just one single investment.
- **Test** data provided for every system covered by the kit.
- **Reduces cost** and inconvenience for vehicle owner.

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1. Before you start, clean the containers and pipes to prevent any reader error or risk of pollution. It's also important to start the engine a few minutes before connecting the back-leak containers. The minimum coolant temperature for this test is 50°C.

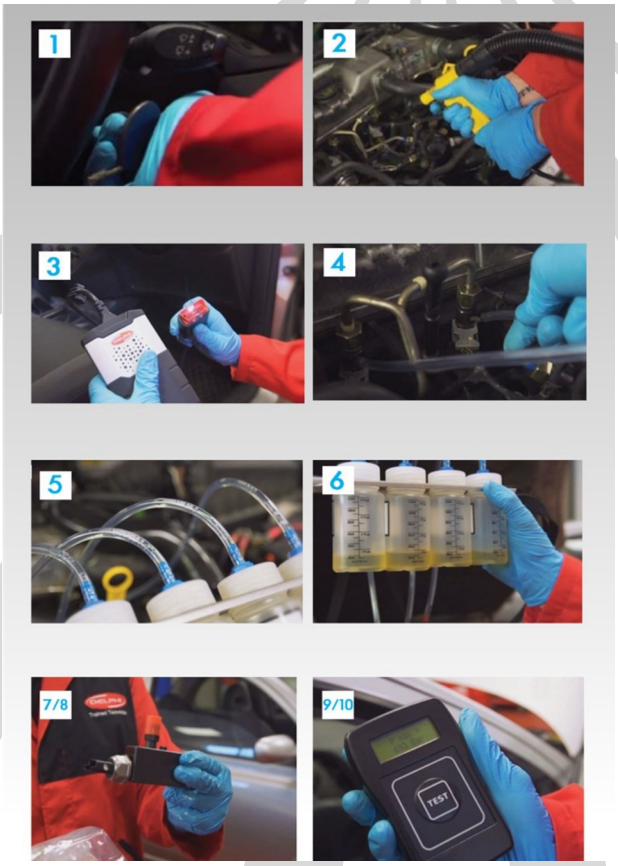
2. Clean the injectors and surrounding area, and plug off all the orifices using the plug kit.

3. Connect your DS or DIAMAND diagnostic tool and initiate communication with the vehicle.

4. Disconnect the return pipes from the injector holders and in their place connect the pipes for the test containers. Fix the set of containers to the bonnet using the hook. Next disconnect the return pipe for the injectors. Plug the orifice on this using a plug supplied in the kit. Also plug the return pipes.

5. Start the engine and leave it to run at idle speed for two minutes then initiate two leakage detection cycles using your diagnostic tool. When the second cycle has finished, stop the engine immediately. Note that each cycle comprises four accelerations or a large cycle to cover full range of pressure.

6. Disconnect the measuring pipes and empty out the diesel contained in them into the measuring containers. Any injector with a return flow in excess of the recommended level is considered faulty and must be replaced.



7. After having checked the possible causes of pressure leakages, you will then need to test the pump. Use the sealed rail to isolate the pump from the rest of the system.

8. Again, ensure the surrounding area is clean. It is also best practice to check the pressure in the fuel system before removing any pipes. This can be done with the DS tool.

9. Remove the high pressure pipe between the high pressure pump outlet and the Common Rail. Isolate the rail inlet using the appropriate plastic plug. Then take the high pressure pipe and tighten it onto the high pressure pump outlet. Connect the sealed rail, YDT272, onto the high pressure pipe and tighten the nut. Fit the leakage return collection container to the rail. Check that the discharge screw is correctly secured and that the container is empty. Next,, disconnect the IMV (brown connector) on the pump and connect the dummy IMV if the application requires it. Finally connect the pressure display, YDT575, onto the sealed rail HP pressure sensor.

10. Start the test and the starter motor at the same time. Note the engine cranking speed must be over 200 rpm for a valid test. The test will take five seconds and will give you a pressure reading. Any Delphi Common Rail pump with a maximum pressure reading not greater than 1050 bar is considered faulty and must be replaced.

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