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Disclaimer

- To take full advantage of the unit, you should be familiar with the engine.
- All information, illustrations, and specifications contained in this manual are based on the latest information available at the time of publication. The manufacturer reserves the right to modify this manual and the machine itself with no prior notice.

This unit is made for the purpose of persons who have special techniques and certifications.

Safety Precautions

Read all service procedures and precautions, installation instructions and equipment operating manuals thoroughly. Failure to observe these precautions, or the improper use of equipment, could result in property damage, serious injury or death. Never allow improperly trained personnel to perform these procedures or operate the equipment.

- Read the operating instructions before attempting to operate the unit. Keep this manual with the unit at all times.
- Care must be taken as burns can occur from touching hot parts of the equipment or in the engine.
- Do not operate equipment with a damaged cord or if the equipment has been dropped or damaged until it has been examined by qualified service personnel.
- Do not hang cords over the edge of the table, bench or counter, or come in contact with hot manifolds or moving fan blades.
- If an extension cord is needed, a cord with a rated current equal to or greater than that of the equipment should be used. Cords rated for lower current than that of the equipment may overheat.
- Always unplug equipment from electrical outlet when the machine is not in use. Never pull the cord when unplugging from the outlet.
- Make sure the equipment cools down completely before putting it away. Loop cord loosely around the equipment when storing.
- To protect against risk of fire, do not operate the equipment in the vicinity of open container containing flammable liquid (gasoline).
- Make sure that the unit is in the well-ventilation area when operating the fuel engine.
- Keep lighted cigarettes, sparks, flames or other ignition sources away from fuel systems at all times.
- Keep hair, clothes, fingers or the other body parts
away from the running parts of the unit.

- In order to avoid electric shock, keep away from the damp part of a working unit and avoid exposing it to the rain.
- Please operate the unit according to the operation procedures in the manual. Only use the accessories recommended by the manufacturer.
- Do not switch on the ultrasonic system when there is no ultrasonic detergent in the ultrasonic cleaning chamber. Otherwise, damage to the ultrasonic cleaner can be resulted.
- Keep the unit well grounded.
- Provide ventilation through an exhaust gas removal system, ventilation fans or large doors. Carbon monoxide gas, which is odorless and colorless, can cause serious illness, injury or death.
- Avoid contacting hot surfaces such as exhaust pipes, radiator, etc.
- Before testing vehicles, put the transmission lever in NEUTRAL position, apply the parking brake, and block the front wheels.
- ALWAYS WEAR SAFETY GOGGLES. Common used glasses are NOT safety glasses.
- When disconnecting any connector of the pressurized fuel hose, wrap the connector with towel to prevent the fuel from spurting out. Spurted fuel may cause personal injury or fire.
- Test liquid is used by the main unit. Detergent is used for on-vehicle cleaning. The ultrasonic cleaning uses specified ultrasonic detergent.

Note: Specifying operations that require attention when operating the equipment.

Warning: Specifying a possible hazard that could result in damage to the machine or personal injury.

PLEASE SAVE THESE INSTRUCTIONS
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Special note: This user’s manual is an introduction to the structure, functions, operations, cautions, maintenance and troubleshooting for the proper use of the equipment, LAUNCH Company retain the right of changing product design and specifications, The actual configuration according to the packing list.

Introduction

Thank you for purchasing the Injector Cleaner & Tester manufactured by LAUNCH TECH CO., LTD. Developed with the technology of ultrasonic cleaning and fuel pressure control, this equipment is an advanced electromechanical product, which can clean and test injectors by simulating engine working conditions. It can also perform cleaning on the injectors and fuel supply system on vehicle.

Functions

- **Ultrasonic cleaning**: To perform simultaneous cleaning on several injectors and to remove the carbon deposits on the injector completely.
- **Uniformity/Sprayability test**: To test the uniformity of injecting amount of each injector, and to monitor the spraying status of each injector with the help of backlight. This test is also for reverse flush.
- **Leakage test**: To test the sealing and dribbling conditions of injectors under system pressure.
- **Injecting flow test**: To check the injecting amount of the injector in 15 seconds of constant injection.
- **Automatic test**: To test injectors by simulating different working conditions.
- **On-vehicle cleaning**: The unit is equipped with various adaptors and couplers that facilitate cleaning on the injectors on vehicle.

Features

- Adopting the powerful ultrasonic cleaning technology, the equipment offers complete cleaning to the injectors.
- Fuel pressure control through microcomputer offers stable pressure control and large adjustable range, which is suitable for all EGI vehicles and can help to achieve automatic cleaning and testing of injectors.
- With the help of microcomputer control and digital display, the equipment makes possible automatic cleaning, testing injectors and real-time monitoring of the dynamic values.
- Automatic fuel draining through preset programs for some test items. Test liquid/detergent can also be drained by pushing a button on the control panel after the test.
- Adopting humanization design can make the system pressure fast restored to the default values.

Specifications

**Working conditions:**
- Temperature: -10~+40℃;
- Relative humidity: <85%;
- Intensity of outer magnetic field: <400A/m;
- No naked flame within 2m.

**Specifications:**
- Main unit power supply:
  - AC220V±10%, 50/60Hz;
  - AC110V±10%, 50/60Hz.
- Main unit power:
  - 230W (CNC-601A/602A)
  - 280W (CNC-801A)
- Ultrasonic cleaner power: 100W;
- Simulated RPM range: 10 ~ 9990rpm; step: 10rpm;
- Time range: 1~9999s;
- Pulse width: 0.5~25ms; step 0.1 ms;
- Fuel tank capacity: 4700ml (601A/801A)
  - 4000ml (602A)
- Dimensions: 400mm×410mm×580mm (602A)
  - 500mm×580mm×1400 mm (601A/801A)
- Weight: 27kg (CNC-602A)
  - 95kg (CNC-601A/801A)
Structure

Overview
CNC series Injector Cleaner& Tester structure has been shown in Fig.01.

![Fig.01]

1-Return fuel connector; 2- Outlet fuel connector; 3- Top-supply fuel distributor assembly; 4- Measuring cup; 5- Control panel; 6- Socket for pulse signal cable; 7- Pressure gauge; 8- Power socket & Fuse; 9- Power switch; 10- Tee joint; 11- Filter; 12- Fluid level switch; 13- Tank; 14- Return hose; 15- Fuel filler; 16- Pump; 17- Fluid level indicator/Fuel draining hose; 18- Sliding curtain; 19- Ultrasonic cleaner; 20- drawer.

Note:
The illustrations in this manual may be slightly different from the actual product!

Control Panel
The control panel is shown in Fig.02 (Apart from models signs, the CNC-601A & CNC-602A & CNC-801A control panel is identical.).

![Fig.02]

The control panel can be divided into five areas as shown in the following table:

<table>
<thead>
<tr>
<th>Area</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Item selection</td>
<td>Select a function by pressing a [ ] key. The corresponding indicator will light.</td>
</tr>
<tr>
<td>Parameter selection</td>
<td>Select a parameter by pressing a [ ] key. The corresponding indicator will light.</td>
</tr>
<tr>
<td>Parameter setting</td>
<td>After selecting function and parameter, the user can set the parameter value by pressing [◄]/[►] key. ([►] key is for increasing, [◄] key is for decreasing.) The set value will be displayed on LED screen.</td>
</tr>
<tr>
<td>System control</td>
<td>System control area below the Item selection &amp; Parameter selection area, which control the draining stop and run of the equipment.</td>
</tr>
<tr>
<td>System pressure control</td>
<td>System pressure control area below the Parameter setting area, which can adjust the system pressure by pressing [increase pressure] / [decrease pressure] key.</td>
</tr>
</tbody>
</table>
Installation & Connection

1. CNC-602A Installation
   1) Move the machine onto the workbench after unpacking and loosen the strips on the outlet hoses.
   2) Mount the pulse signal cables onto the socket on the right top side of the machine.
   3) Take the two adjusting bolts out from the kit and install them to the press plate on the top of the glass tube.
   4) Take the two knurled nuts from the kit and install them on the adjusting bolts.
   5) Take the fuel distributor from the kit and install it on the knurled nuts and tighten them with the pressing bolts.

2. CNC-601A/801A Installation
   1) Take the pulse signal cables from the box and insert it into the socket on the top right side of the machine and tighten it.
   2) Take the pulse signal cables from the box and insert it into the socket on the right upper of the ultrasonic cleaner and tighten them.
   3) Take the two adjusting screws out from the box and install them to the press plates on the top of the glass tubes.
   4) Take the two knurled nuts from the box and install them on the adjusting screws.
   5) Take the fuel distributor from the box and install it on the knurled nuts and tighten them with the pressing screws.

3 Ordinary Connection
   1) Take the power cables out from the kit and insert it into the input socket at the bottom of the unit.
   2) Take the power cables out from the kit and insert it into the input socket of the ultrasonic cleaner.

Operating Procedures

Preparation
   1) Remove the injector from the vehicle engine to check the o-rings inside for damage. Replace the damaged O-ring with another same type O-ring to avoid leakage during testing. Put the outside of injectors in gasoline or detergent, and wipe them with soft cloth after cleaning the outside oil sludge carefully.
   2) Check the liquid level and refill test liquid when necessary. Fill the test liquid through the filler on the side of the unit and observe the liquid level in the fuel level viewer. In most cases, filled the liquid up to 1/2 of the tank capacity.
   3) Turn on the power switch on the right of the Cabinet.
   4) Fill ultrasonic detergent into the ultrasonic cleaning launder so that the needle valve of the injector is covered by the detergent.
   5) Connect the injectors with the right couplers.

Note:
Test liquid and detergent are provided by user self. The test liquid is used for uniformity/sprayability test, leakage test, injecting flow test and Automatic Test. The mixture of fuel and detergent is used in on-vehicle cleaning. The ultrasonic cleaning uses special injector detergent.
Cleaning & testing sequences

A complete cleaning and testing sequence shown below should be followed:
- Ultrasonic cleaning;
- Uniformity/Sprayability test;
- Leakage test;
- Injecting flow test;
- Automatic test.

Select the corresponding parameter and set up according for various tests. For detailed operations, please refer to “Operation” part.

Tidy up after operating

Tidy-up should be done after cleaning and testing is completed:
- Press [Drain] button to drain the test liquid into fuel tank.
- Switch off the power and unplug from the socket.
- Drain the injector detergent to its original bottle and then wipe the ultrasonic cleaner with soft cloth.
- Clean the Injector Cleaner & Tester control panel with soft cloth.
- Drain the test liquid from the tank into a container to avoid volatilization. Store the test liquid in a safe place if it can be used again, or dispose of it in accordance with relevant regulations if it is too dirty.

Operation

Ultrasonic Cleaning

Injector Cleaner takes advantage of the penetrability and cavitation impact wave caused by ultrasonic wave traveling through the medium to provide powerful cleaning on objects with complex shapes, cavities and pores, so that the stubborn carbon deposits can be removed from the injectors.

Procedures

1) Connect the power supply: connect one end of the power cable to the power socket on ultrasonic cleaner and the other end to power socket.
2) Place the injectors which have gone through surface cleaning in a launder.
3) Add enough injector detergent into ultrasonic cleaner so that the liquid level is about 20mm above the needle valve of injectors.
4) Plug the injector pulse signal wires to injectors respectively then turn on the power switch of the ultrasonic cleaner.
5) Select [Ultrasonic cleaning] in the function column by pressing "O" key. Select [Timer] in the parameter column, and set the timer (the default time is about 10 minutes) in the value column. Press [Run] button to start cleaning.
6) When the time is up, Injector Cleaner & Tester will stop automatically as the beeper rings.
7) Turn off the power of the ultrasonic cleaner, take the injectors out of the launder and wipe them with a dry soft cloth. Get ready for next operation.

Note:

- Before the injector detergent is added into ultrasonic cleaner, do not turn on the ultrasonic cleaner. Otherwise, damage may be incurred.
- Do not dip the pulse signal cables plug and the injector’s body into the detergent.

Uniformity/Sprayability Test

Uniformity test is to find out if the flow of different injectors meets the requirement or specifications under the same working condition. This test can reflect the comprehensive influences on the injector caused by electrical nature, bore variation and clogging. Sprayability test is to inspect the spraying performance by observing the injectors.

Installing and testing procedures for top-supply injectors

1) Choose the fuel distributor stopper (4) from the coupler box and mount a proper O-ring on it. Remember to apply a little lubricating grease on the O-ring. Mount the fuel distributor stopper (4) onto the top-supply fuel distributor.
2) Mount the crescent plate (3) and tighten it with a plate bolt (1).
3) Choose a proper adaptor (5) according to the injector type and mount it to the corresponding coupler under the top-supply fuel distributor.
4) Install the injectors in forward direction (Apply a little lubricating grease on the O-ring.)
5) Install the top-supply fuel distributor and the injector on the fuel distributor supporter with a proper adjustable screw and knurled nuts, and tighten two riffle screws (black). See Fig. 05.
6) Connect the injector pulse signal wire.
7) Before doing this test, press [Drain] button to drain the test liquid from the measuring cup if there is any.
8) Choose [Uniformity/Sprayability test] on the control panel, set corresponding parameters (consult the appendix for pressure setting, consult vehicle manuals for other parameters as needed), and then press [Run] button to start the test. (The equipment can be switched between [uniformity test] and [sprayability test] by pressing [Drain] key when it is running.)
9) When the test is completed, the equipment will auto stop with the ring of the buzzer.
Installing and testing procedures for side-supply injectors

1) Choose proper couplers for side-supply injectors (3) and proper O-rings, and mount them together. (Remember to apply a little lubricating grease.)
2) Mount the injectors on the couplers and install them onto the side-supply fuel distributor.
3) Mount the cross plate (1) and tighten it with bolts.
4) Mount the fuel distributor and injectors onto the fuel distributor supporter, and tighten them with two riffle screws (black). See Fig. 06.
5) Connect the injector pulse signal wire.
6) Before doing this test, press [Drain] button to drain the test liquid from the measuring cup if there is any.
7) Select [Uniformity/Sprayability test] on the control panel, set the corresponding parameters and press [Run] button to start the testing. (When it is running press the [◄] key then press [Run] key the system pressure will come back to the default pressure value when the function of item section is working)
8) When the testing is over, Injector Cleaner & Tester will auto stop at the ring of the buzzer.

Reverse flush
Injector Cleaner & Tester can also perform reverse flush by connecting with flush-back adaptor at [Uniformity/Sprayability test] mode. Reverse flush is a way to clean the injectors with the test liquid flowing from the outlet to the inlet of the injector. Reverse flush may remove the dirt inside the injector or the injector Strainer (Only for the top fuel supply injector).

Procedures:

1) Choose a reverse flush coupler and proper O-ring, and mount them under the fuel distributor.
2) Install the injectors in reverse direction (outlet upward, and inlet downward).
3) Choose a proper coupler according to the shape of the injector and put it under the injector.
4) Install the fuel distributor and the injector on the fuel distributor supporter with proper adjustable screw and knurled nuts, and tighten two riffle screws (black). See Fig. 07.
5) Connect the injector pulse signal wire.
6) Set parameter, and press [Run] button to start cleaning/Injector Cleaner & Tester can switch between reverse flush by pressing [Run] key then press run key
the system pressure will come back to the default pressure value when the function of item section is working).

7) When the cleaning is over, Injector Cleaner & Tester will automatically stop at the ring of the buzzer.

Note:
- The system pressure can be adjusted by pressing [decrease pressure]/[increase pressure] key when performing reverse flush.
- It is advisable to press [Drain] key to avoid spillover of test liquid during reverse flush.

Leakage Test

Leakage test is to inspect the sealing conditions of the injector needle valve under system pressure and to find out if the injector is dribbling.

Procedures (For installation refer to Uniformity/Sprayability Test):
1) Before doing leakage test, please press [Drain] button to drain the rudimental residual test liquid from the measuring cup.
2) Select [Leakage test] mode on the control panel. Press [run] key, the machine will work. At this time the system pressure can be adjusted by pressing [decrease pressure]/[increase pressure] key to observe dribbling from the injector the pressure is adjusted preferably 10% higher than manufacturer's specifications (Injector Cleaner & Tester can switch between leakage test by pressing [Drain] key when it is running press the [{ }] key then press run key the system pressure will come back to the default pressure value when the function of item section is working).
3) When the test is over, the equipment will automatically stop and the buzzer will ring simultaneously.

Note:
- In general the drip of the injector should be less than 1 drop within 1 minute (or in accordance with the specifications). The default time of the system is 1 minute.

Injecting Flow Test

Injecting flow test is to check if the injecting flow in 15 seconds meets the specifications for injecting amount. The deviation reflects the wear or clogging in the injector, instead of electrical parameter variation.

Procedures (For installation refer to Uniformity/Sprayability Test):
1) Before this test, press [Drain] button to drain the test liquid from the measuring cup if there is any.
2) Choose [Injecting flow test] mode on the control panel, and press [Run] button to start the test. Adjust the fuel pressure by pressing [decrease pressure]/[increase pressure] key according to the injector specification (Injector Cleaner & Tester can switch between injecting flow test by pressing [Drain] key when it is running press the [{ }] key then press run key the system pressure will come back to the default pressure value when the function of item section is working).
3) When the test is over, Injector Cleaner & Tester will stop automatically at the ring of the buzzer.

Automatic Test

Automatic Test contains all above-mentioned tests (15-second injecting test, idle speed, middle speed, high speed, varying acceleration, varying deceleration, changing pulse width test). This function can test more comprehensive performance of injectors by simulating the various engine working conditions.

Procedures (For installation refer to Uniformity/Sprayability Test):
1) Before the test, press [Drain] button to drain all the test liquid in the measuring cups if there is any.
2) Select [Automatic Test] mode on the control panel and set up the pressure value according to the injector specifications, select the test mode (mode 1, 2, or 3 are all available), and then press [Run] button to start the test.
3) Adjust the fuel pressure by pressing [decrease pressure]/[increase pressure] key when testing or press the [{ }] key then press run key the system pressure will come back to the default pressure value when the function of item section is working).
4) When the test is over, Injector Cleaner & Tester will auto stop at the ring of the buzzer.

What's the Model?

There are three Models in the Automatic Test function Model I Model II & Model III, Model I & Model II shown in the flow chart below, the Model III equal to the Model I add the Model II.
Mode I for Automatic Test

Start the pump and adjust system pressure to appropriate value.

Injecting for 15sec

Observing for 30s

Draining for 30s

RPM: 650r/min
Pulse width: 3ms
Times: 2000

Observing for 30s

Draining for 30s

RPM: 4500
Pulse width: 5 ms
Times: 1700

Observing for 30s

Draining for 30s

RPM: 6000 (max. rpm of multi-point injection)
Pulse width: 3 ms
Times: 2500

Observing for 30s

Draining for 30s

Observing for 30s

Draining for 30s

To drain the fuel after high speed condition

End

Observe the medium speed condition

Observe the idle condition

Observe the high speed condition

Watch the blocking and dripping.

Observe the injecting angle and spraying condition

Observe the medium speed condition

To drain the fuel after medium speed test

A

A

A

A
Mode II for Automatic Test

1. Set pressure value and start the pump to the desired pressure.
2. Various speed test (3 times).
   - Accelerate from 350rpm to 6000rpm (step: 50rpm).
   - Duty ratio decreases by 1/3 each time under certain speed.
3. Decelerate from 6000rpm to 350rpm (step: 50rpm).
   - Duty ratio decreases by 1/3 each time under certain speed.
4. Watch for 30s.
5. Draining for 30s. 
   Drain fuel after various speed test.
6. End.
On-Vehicle Cleaning

After the engine has been in operation for a period of time, its fuel flow may be blocked or become un-smooth owing to buildup of dust and impurities in fuel channel. In addition, the carbon deposits and gum made by combustion can easily adhere to the injectors, inlet and outlet ports, inlet and outlet hoses, throttle and combustion chamber. So the fuel supply system, combustion chamber and injectors of the engine must be cleaned on a timely basis. On-vehicle cleaning is a solution that can save your time and labor.

Procedures

1) Please check if there is test liquid or detergent inside the fuel tank before on-vehicle cleaning. If test liquid is in the tank, replace it with detergent. The detailed procedure to be followed: remove the level indicator on the left of the main unit, and drain the test liquid inside fuel tank into a container. If the drained test liquid contains lots of impurities and can not be reused, please dispose it in the proper way and fill with new test liquid. If the drained test liquid is clean, please store it for later using.

2) Blend the detergent with the fuel at a certain ratio, and fill the mixture into the fuel tank. (Consult the user’s manual of detergent for blending ratio.) Refer to the following table for filling amount, as shown in the following table:

<table>
<thead>
<tr>
<th>No. of cylinders</th>
<th>4 cylinder</th>
<th>6/8 cylinder</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount</td>
<td>about 800~1000 ml</td>
<td>about 1500 ml</td>
</tr>
</tbody>
</table>

3) The connection of engine fuel pipes has been shown in “Connecting” below.

4) Choose [On-vehicle cleaning] function on the control panel, and set the time and press [Run] button to start the test, and then start the engine with park gear.

5) Refer to specifications required by various vehicle types to adjust system pressure by pressing [decrease pressure]/[increase pressure] key (The user can press the [0] key then press run key the system pressure will come back to the default pressure value When the function of item section is working). Press [Stop] button at any time to stop the cleaning.

Connecting

The hose line connection of the engine with return hose is shown as in Fig.09.

1) Disconnect the connections of fuel supply hoses (C, D) and fuel return hoses (A, B) of the engine fuel system (wrap the connector with towel when disconnecting the connector). Choose proper connectors and connect them to the B end and C end separately, and then connect the other ends to corresponding return hose and outlet hose of the unit. See Fig.09.

2) Connect the disconnected other ends (A, D) with proper hose, or remove the fuel pump fuse, or disconnect the power cable of engine fuel pump.

Without return hose connecting:

The hose line connection of the engine without return hose is shown as in Fig.10.

1) Disconnect the fuel supply hoses (E, F) of engine fuel system (wrap the connector when disconnecting the connector), and then choose a proper connector and connect it to the E end. Reconnect the fuel outlet hose of the unit well and make the fuel return hose hanging. See Fig.10.

2) Stop the other end of the disconnected end (F) with a proper stopper, (use when the fuel pump has the fuel return function only) or remove the fuse of fuel pump or disconnect the power cable of fuel pump.
Tidy up after on-vehicle cleaning

1) After the on-vehicle cleaning is completed, turn off the Auto Ignition Switches, reestablish the link of the Auto fuel hoses, then start the Auto to check the leakage of the Auto fuel system.

2) At last, please clean the fuel tank and hose line with test liquid (if there is residual detergent inside the fuel tank, please). The detailed procedure is shown as follows: drain the liquid inside the fuel tank out and dispose it on the clean degree, and then fill little test liquid and turn on the power. Select “Leakage test” item and press key [RUN] to run the unit for about 2~3 minutes. When the unit stops, drain the test liquid from the fuel tank and dispose the liquid as related regulation.

3) Tidy up and make preparation for the next cleaning.

Note:

1) When cleaning, care must be taken as the detergent is inflammable. Prepare for a fire extinguisher.

2) Be sure that all hose lines are well connected and there is no leakage on the hose lines before performing cleaning.

Maintenance

1. Transporting and Storing

It is advisable to transport the unit by hand or forklift.

1) Transporting

A. Before being packed, the liquid inside the fuel tank should be drained completely to avoid overflowing as transported.

B. Move only by hand or lift with soft belt.

C. No package, no lifting tools, or long-distance transportation.

D. To prevent the unit from shocking and knocking, make sure it is on the base seat and in the packing case during transportation. Firstly pack the unit with the matter similar with plastic strip and add the filling material (such as foam or sponge, etc.) between the unit and packing case to avoid scratching the surface when the unit shakes.

E. Make sure that the maximum incline angle does not exceed 45°. Do not place the unit up-side-down.

2) Storing

A. Store only in dry area and keep away from water before the unit is unpacked.

B. Store the machine in well-ventilated area and do not expose it to direct sun shine or rain.

3. Installation Environment

A. Keep a distance of no less than 200mm between the unit and any wall or other substance. The unit should be put in well-ventilated area. Make sure the temperature is within -10 °C ~ +40 °C.

B. The unit has been well grounded for safety operation. Please confirm that the power socket is also well grounded.

⚠️ Warning!

If an extension cord is used, the rated current should be equal to or greater than that of the equipment.

2. Vulnerable Parts

Vulnerable Parts List

<table>
<thead>
<tr>
<th>Parts no.</th>
<th>Name</th>
<th>Specifications</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>104130016</td>
<td>Upper seal gasket for glass tube</td>
<td>≤ 40.2<em>22</em>3</td>
<td>CNC-601A/602A: 6PCS</td>
</tr>
<tr>
<td>104130017</td>
<td>Lower seal gasket for glass tube</td>
<td>≤ 40.2<em>15</em>3</td>
<td>CNC-801A: 8PCS</td>
</tr>
<tr>
<td>199010019</td>
<td>Test liquid</td>
<td>4L</td>
<td>1PCS</td>
</tr>
<tr>
<td>199010035</td>
<td>Detergent</td>
<td>MFE-101 325 ml</td>
<td>2PCS</td>
</tr>
<tr>
<td>103100090</td>
<td>Fast connector (female)</td>
<td>SH20</td>
<td>CNC-602A: 1CS</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CNC-601A/801A: 3CS</td>
</tr>
<tr>
<td>103260003</td>
<td>Filter</td>
<td>1 PCS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Pump filter</td>
<td>1 PCS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Various “O” ring</td>
<td>To see the Main Components and Parts list</td>
<td></td>
</tr>
</tbody>
</table>

Test Liquid and Detergent

Test liquid and detergent are provided by user self. The test liquid is used in all tests except for on-vehicle cleaning, for which the mixture of fuel and detergent is used (the blending ratio of detergent and fuel is 1:4). The ultrasonic cleaning uses special ultrasonic detergent.

Note:

Impurities can be built up in the test liquid after being used for a period of time. Do not use contaminated test liquid, otherwise, injector and fuel pumps can be blocked. Drain the test liquid by removing the level indicator on the left of the main unit. It is better to clean the fuel tank with a little test liquid before the tank is filled in with new liquid.

Replacing O-ring

Replace the O-ring when it is deformed in order to avoid leaks during cleaning or testing.

Replacing Filter & pump filter

The filter tends to accumulate impurities after a period of using. Replace the filter periodically to ensure Injector Cleaner & Tester work normally. Select the [Leakage test] item to check if there is leak in the connector after replacement.
I Replacing filter

The equipment filter has been fixed behind the main unit, if you want exchange it you must remove the back board and loose the clamp, take the filter out and exchange a new one.

I Replacing fuel pump filter

The fuel pump filter has been fixed in the pump bottom, if you want exchange it you must remove the back board and remove the sealing cover for fuel pump then take out fuel pump sleeve, pull out the pump filter and exchange a new one.

3. Connection Diagram of Driving Board

![Connection Diagram of Driving Board](image)

**Description:**

<table>
<thead>
<tr>
<th>No.</th>
<th>Part Name</th>
<th>No.</th>
<th>Part Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Insert piece for power supply marked &quot;-&quot;</td>
<td>8</td>
<td>Socket for solenoid valve control cable</td>
</tr>
<tr>
<td>2</td>
<td>Insert piece for fuel pump marked &quot;-&quot;</td>
<td>9</td>
<td>Relay for solenoid valve</td>
</tr>
<tr>
<td>3</td>
<td>Insert piece for fuel pump marked &quot;+&quot;</td>
<td>10</td>
<td>Fuse for solenoid valve</td>
</tr>
<tr>
<td>4</td>
<td>Insert piece for power supply marked &quot;+&quot;</td>
<td>11</td>
<td>Insert piece for power supply marked &quot;+&quot;</td>
</tr>
<tr>
<td>5</td>
<td>Socket for level switch</td>
<td>12</td>
<td>Socket for injector pulse signal cables</td>
</tr>
<tr>
<td>6</td>
<td>Power socket</td>
<td>13</td>
<td>Insert piece for power supply marked &quot;-&quot;</td>
</tr>
<tr>
<td>7</td>
<td>Extension socket</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

4. Troubleshooting & Precautions

**Troubleshooting**

1. The unit does not correspond when it is switched on.
   Check the fuse at lower right side of the unit and replace it (AC 250V/5A) if it is damaged or broken.

2. There is leakage in the fuel distributor coupler.
   Check the o-rings and replace it if it is damaged or unfitted. Do not tighten the two riffle screws too tightly; otherwise, it may cause leakage.

3. The fuel pressure drops slowly.
   The fuel pressure can not drop to zero within 1~2 minutes, slightly turn the overflow valve with inner hexagonal spanner counterclockwise.

4. The buzzer rings continually when there is no fuel pressure.
   The machine has fuel-lack warning function and it will ring when the liquid in the fuel tank is lack, and then automatically switch off the fuel pump and injectors and returns to the stop state. Supply the detergent or test liquid to stop ringing. At this time, pressing [RUN] key is necessary to rerun the fuel pump and injectors.

5. Draining the test liquid in glass tube thoroughly requires pressing the [Drain] key more times.
   The solenoid valves will stop automatically after 15 seconds and it is necessary to drain more times if there is more liquid.

The malfunction code of E001 is displayed when the level inside fuel tank is lower than that of the required level. At this time, the buzzer will ring to remind user to supply fuel. If this situation appears during running process, the machine will stop the fuel pump ten seconds later and make “RUN” indicator is on the flashing state. After the liquid is up to the required specification (Press “Drain” key to drain the liquid into the fuel tank to resume the liquid level if there is lots of liquid, otherwise, supply the liquid.), the buzzer will stop ringing. If you press [RUN] key, the machine will continue to run the interrupted work.

Precautions

1) Do not place anything on the control panel to prevent from breaking the measuring cup because it is made from vulnerable.

2) Do not disconnect hose before the system pressure reaches “0”.

3) Always ensure that the provided power supply is well contacted with ground safely.

4) The unit is designed with warning function. When the level switch checks the liquid inside the tank less than the lowest line, the unit will utter the warning sound and meanwhile stop the fuel pump and injectors automatically, and then the unit returns to the stop state. The unit will stop warning until the liquid is supplied enough, at this time pressing the “RUN” key will run the unit again.

5) Clean the control panel in time and Keep the pulse signal cable away from the liquid.

⚠️ Warning!

Unauthorized repair may cause the extension of faulty area of the unit, which will bring trouble to general repair. Under the state of turning on the power, the electrical system inside the unit contains the factor causing danger. Failure to comply with these instructions could result in death or serious injury.
Installation and Adjustment

1. Parts List and Structure Diagram of Fuel Path

![Fig.14]

<table>
<thead>
<tr>
<th>Item</th>
<th>Part No.</th>
<th>Part name</th>
<th>Item</th>
<th>Part No.</th>
<th>Part name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>103250008</td>
<td>Pressing screw 2</td>
<td>10</td>
<td>103200350</td>
<td>Inner hexagonal thread sleeve</td>
</tr>
<tr>
<td>2</td>
<td>103250002</td>
<td>6-cylinder distributor</td>
<td>11</td>
<td>104130017</td>
<td>Lower O-ring</td>
</tr>
<tr>
<td></td>
<td>103250029</td>
<td>8-cylinder fuel distributor</td>
<td>12</td>
<td>102240040</td>
<td>Solenoid valve, AC220V</td>
</tr>
<tr>
<td></td>
<td>103250013</td>
<td>Top-supply connector 1</td>
<td>13</td>
<td>104110009</td>
<td>Glass tube</td>
</tr>
<tr>
<td></td>
<td>103250014</td>
<td>Top-supply connector 2</td>
<td></td>
<td>102240041</td>
<td>Solenoid valve, AC110V</td>
</tr>
<tr>
<td>3</td>
<td>103250015</td>
<td>Swiss thread adaptor for fuel top-supply injector</td>
<td>14</td>
<td>105020085</td>
<td>Navigator connector cable</td>
</tr>
<tr>
<td></td>
<td>103250016</td>
<td>Coarse thread adaptor for fuel top-supply injector</td>
<td>15</td>
<td>103260003</td>
<td>Gasoline filter</td>
</tr>
<tr>
<td>4</td>
<td>103250003</td>
<td>6-cylinder upper plate</td>
<td>16</td>
<td>103240284</td>
<td>T-type blocker for CNC-602A</td>
</tr>
<tr>
<td>5</td>
<td>103250030</td>
<td>8-cylinder upper plate</td>
<td>17</td>
<td>102990017</td>
<td>Backlight for CNC-602A_AC110V</td>
</tr>
<tr>
<td>6</td>
<td>103250004</td>
<td>6-cylinder lower seat plate</td>
<td>18</td>
<td>103200705</td>
<td>T-type blocker for CNC-601A/801A</td>
</tr>
<tr>
<td></td>
<td>103250031</td>
<td>8-cylinder lower seat plate</td>
<td></td>
<td>102990023</td>
<td>Backlight for CNC-602A,AC220V</td>
</tr>
<tr>
<td></td>
<td>103250019</td>
<td>CNC-602A keys film</td>
<td></td>
<td>102990020</td>
<td>Backlight for CNC-601,AV801A,AC110V</td>
</tr>
<tr>
<td>7</td>
<td>2205010263</td>
<td>Driving board(PCA)</td>
<td></td>
<td>102990021</td>
<td>Backlight for CNC-601,AV801A,AC220V</td>
</tr>
<tr>
<td>8</td>
<td>Z 2050100084</td>
<td>Control board(PCA)</td>
<td>19</td>
<td>103250007</td>
<td>Knurled nut</td>
</tr>
<tr>
<td>9</td>
<td>104130016</td>
<td>Upper O-ring</td>
<td>20</td>
<td>103240050</td>
<td>Quick connector(male)</td>
</tr>
</tbody>
</table>
2. Parts List and Structure Diagram of Fuel Distributor

![Fig.15](image_url)

<table>
<thead>
<tr>
<th>Item</th>
<th>Part No.</th>
<th>Part name</th>
<th>Item</th>
<th>Part No.</th>
<th>Part name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>103250002</td>
<td>6-cylinder fuel distributor</td>
<td>6</td>
<td>103240015</td>
<td>Tower connector</td>
</tr>
<tr>
<td>2</td>
<td>202010019</td>
<td>Quick connection hose</td>
<td>7</td>
<td>103240050</td>
<td>Quick connector</td>
</tr>
<tr>
<td>3</td>
<td>103250003</td>
<td>Upper plate</td>
<td>8</td>
<td>103240195</td>
<td>Copper hose, Φ2.5</td>
</tr>
<tr>
<td>4</td>
<td>103250004</td>
<td>Lower plate</td>
<td>9</td>
<td>103260003</td>
<td>Gasoline filter</td>
</tr>
<tr>
<td>5</td>
<td>103240050</td>
<td>Quick connector (male)</td>
<td>10</td>
<td>104120026</td>
<td>Return fuel viewer for on-vehicle cleaning</td>
</tr>
</tbody>
</table>

3. Parts List and Structure Diagram of Fuel Tank

![Fig.16](image_url)

<table>
<thead>
<tr>
<th>Item</th>
<th>Parts No.</th>
<th>Parts Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>102990030</td>
<td>Fuel pump</td>
</tr>
<tr>
<td>2</td>
<td>X103200691</td>
<td>Sealing cover for fuel pump</td>
</tr>
<tr>
<td>3</td>
<td>X103200690</td>
<td>Fuel pump sleeve</td>
</tr>
<tr>
<td>4</td>
<td>No coding</td>
<td>Tank filter</td>
</tr>
<tr>
<td>5</td>
<td>No coding</td>
<td>Fuel tank</td>
</tr>
<tr>
<td>6</td>
<td>X103010124</td>
<td>Cross bulged screw, GB818-85 M4 x 12</td>
</tr>
<tr>
<td>7</td>
<td>X103010228</td>
<td>Screw M3x12</td>
</tr>
<tr>
<td>8</td>
<td>102100022</td>
<td>Vertical level Switch</td>
</tr>
<tr>
<td>9</td>
<td>104120026</td>
<td>PU hose for fuel level</td>
</tr>
</tbody>
</table>
### 4. Main Components and Parts

<table>
<thead>
<tr>
<th>Item</th>
<th>Parts No.</th>
<th>Parts Name</th>
<th>Number</th>
<th>Specifications</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>201020068</td>
<td>6-cylinder fuel distributor package</td>
<td>1 set</td>
<td>For the Installation and fixation of injector</td>
<td></td>
</tr>
<tr>
<td></td>
<td>201021493</td>
<td>8-cylinder fuel distributor package</td>
<td>2 sets</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>103250002</td>
<td>6-cylinder fuel distributor</td>
<td>1</td>
<td>Distributing the fuel from the quick connector to each injector</td>
<td></td>
</tr>
<tr>
<td></td>
<td>103250029</td>
<td>8-cylinder fuel distributor</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>103250005</td>
<td>Crescent plate</td>
<td>3(4)</td>
<td>Tightening the fuel distributor stopper</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>103250006</td>
<td>Press plate bolt</td>
<td>3(4)</td>
<td>Tightening the fuel distributor assembly</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>103250014</td>
<td>Adaptor 2 for fuel top-supply injector</td>
<td>6 (8)</td>
<td>For some top-supply injectors</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>103250028</td>
<td>Stopper for fuel distributor</td>
<td>6(8)</td>
<td>Installation of various of top-supply injectors and accessories</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>103230107</td>
<td>Adjusting pole 2 for reverse flush</td>
<td>2</td>
<td>Length: 80mm</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>103250007</td>
<td>Knurled nut</td>
<td>2</td>
<td>Installation between the fuel distributor assembly and upper press plate.</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>103250008</td>
<td>Pressing screw 2</td>
<td>2</td>
<td>Tightening the fuel distributor assembly</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>103250013</td>
<td>Adaptor 1 for fuel top-supply injector</td>
<td>6(8)</td>
<td>Bore: Φ10.5</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>103250015</td>
<td>Swiss thread adaptor for fuel top-supply injector</td>
<td>6(8)</td>
<td>Be used for connecting swiss thread injector (M10×1).</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>103250016</td>
<td>Coarse thread adaptor for fuel top-supply injector</td>
<td>6(8)</td>
<td>Be used for connecting coarse thread injector (M12).</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>104990012</td>
<td>BUICK injector adaptor</td>
<td>6(8)</td>
<td>Be used for the connection of BUICK injector.</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>103250018</td>
<td>Hexangular stopper</td>
<td>5(7)</td>
<td>Be used when the amount of injectors is less than 6.</td>
<td></td>
</tr>
<tr>
<td>Item</td>
<td>Parts No.</td>
<td>Parts Name</td>
<td>Number</td>
<td>Specifications</td>
<td>Remarks</td>
</tr>
<tr>
<td>------</td>
<td>-----------</td>
<td>------------</td>
<td>--------</td>
<td>----------------</td>
<td>---------</td>
</tr>
<tr>
<td>15</td>
<td>105020217</td>
<td>pulse signal connection cable 1</td>
<td>10</td>
<td>Be used for the connection of special injector, T=0.5</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>105020218</td>
<td>pulse signal connection cable 2</td>
<td>10</td>
<td>Be used for the connection of special injector, T=0.8</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>103260037</td>
<td>Ultrasonic cleaner assembly</td>
<td>1</td>
<td>Including: main unit, bracket and cover, AC220V</td>
<td></td>
</tr>
<tr>
<td></td>
<td>103200583</td>
<td></td>
<td></td>
<td>Including: main unit, bracket and cover, AC220V</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>103250017</td>
<td>Reverse flush adaptor</td>
<td>6(8)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>101020131</td>
<td>6-cylinder Injector pulse signal cables</td>
<td>1</td>
<td>Provide the injectors pulse signal</td>
<td></td>
</tr>
<tr>
<td></td>
<td>105020083</td>
<td>8-cylinder Injector pulse signal cables</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>199010019</td>
<td>Test liquid</td>
<td>1bottle</td>
<td>4L</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>307030024</td>
<td>Detergent</td>
<td>2 bottles</td>
<td>MFE-101, 325mL</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>X103100114</td>
<td>On-vehicle cleaning kit</td>
<td>1set</td>
<td>Including: a set of adaptor and 2 fuel hoses; Optional Parts to CNC-802A</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>104130024</td>
<td>O-ring</td>
<td>6(8)</td>
<td>φ23.6×2.65</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>104130026</td>
<td>O-ring</td>
<td>6(8)</td>
<td>φ27×2.45</td>
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</tr>
<tr>
<td>25</td>
<td>104130030</td>
<td>O-ring</td>
<td>6(8)</td>
<td>φ7.1×2.65</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>104130022</td>
<td>O-ring</td>
<td>4</td>
<td>φ32.5×2.65</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>104130023</td>
<td>O-ring</td>
<td>9(12)</td>
<td>φ20×2.65</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>104130024</td>
<td>O-ring</td>
<td>18</td>
<td>φ23.6×2.65</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>104130028</td>
<td>O-ring</td>
<td>9</td>
<td>φ6×1.8</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>104130029</td>
<td>O-ring</td>
<td>9</td>
<td>φ4.87×1.8</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>104130032</td>
<td>O-ring</td>
<td>18</td>
<td>φ15×2.65</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>104130033</td>
<td>O-ring</td>
<td>24</td>
<td>φ23.6×1.8</td>
<td></td>
</tr>
</tbody>
</table>

Note:
Amount in the parenthesis is CNC-801A allocation amount.
## Appendix 1: List of Optional Parts

<table>
<thead>
<tr>
<th>No.</th>
<th>Part No.</th>
<th>Part Name</th>
<th>Number</th>
<th>Specifications</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>103250137</td>
<td>Aux. Support assembly for side-supply injector</td>
<td>1</td>
<td>M20</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>103250133</td>
<td>Adaptor B for reverse flush</td>
<td>6(8)</td>
<td>Inner bore: Φ16.2, Specification of the matched o-ring:15×2.65</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>103250132</td>
<td>Adaptor A for reverse flush</td>
<td>6(8)</td>
<td>Inner bore: Φ18, Specification of the matched o-ring:17×2.65</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>103250130</td>
<td>Adaptor for fuel top-supply Australia injector</td>
<td>6(8)</td>
<td>Bore of connected hose: Φ8</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>103250026</td>
<td>Nissan Maxima adaptor</td>
<td>6(8)</td>
<td>Bore: Φ26.3</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>103250025</td>
<td>Cadillac adaptor</td>
<td>6(8)</td>
<td>Bore: Φ25.5</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>103250024</td>
<td>Nissan 324/Daewoo adaptor</td>
<td>6(8)</td>
<td>Bore:Φ22.3</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>103250023</td>
<td>Mazda 929 adaptor</td>
<td>6(8)</td>
<td>Bore: Φ25.9</td>
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<td>Previa adaptor</td>
<td>6(8)</td>
<td>Bore: Φ23.5</td>
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<td>Chevrolet adaptor</td>
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<td>Injector bore:Φ29 Specifications of O-ring: Φ32.5×2.65,Φ23.6×2.65</td>
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<td>12</td>
<td>103250012</td>
<td>Cross plate</td>
<td>3(4)</td>
<td>Forward cleaning for fuel side-supply injectors.</td>
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<td>13</td>
<td>103250011</td>
<td>Hexagonal underlay for reverse flush</td>
<td>6(8)</td>
<td>Bore:Φ11 Reverse flush for fuel side-supply injectors.</td>
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<td>No.</td>
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<td>Part Name</td>
<td>Number</td>
<td>Specifications</td>
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| 14  | 103250010  | Hexagonal underlay for reverse flush          | 6(8)   | Bore: Φ14
Reverse flush for fuel side-supply injectors. |                         |
| 15  | 103230060  | Stopper for GM fuel distributor               | 1      |                                             |                         |
| 16  | 103230059  | GM fuel distributor assembly                   | 1      | Bore of o-ring: Φ30×2.65, Φ12.5×2.65        |                         |
| 17  | 103230058  | Chevrolet Cavalier adaptor                    | 2      | Bore: Φ23                                   |                         |
| 18  | 103230051  | Nissan single-point adaptor for fuel top-supply| 2      | Φ5                                         |                         |
| 19  | 103230050  | Ford single-point base seat                   | 2      | Inner bore: Φ14                             |                         |
| 20  | 103230049  | Single-point aux. Bracket                     | 1      |                                             |                         |
| 21  | 103230048  | Single-point Aux. base seat                   | 1      | G1/4”                                       |                         |
| 22  | 103230041  | Reverse-flush base seat for Australia injector| 6(8)   | Bore: Φ11.5                                 |                         |
| 23  | 103230040  | Ultrasonic base seat for Zhonghua injector     | 6(8)   | Bore: Φ14                                   |                         |
| 24  | 103230039  | Reverse-flush base seat for Zhonghua injector | 6(8)   | Bore: Φ14                                   |                         |
| 25  | 103230038  | Reverse-flush adaptor for Zhonghua injector   | 6(8)   | Bore: Φ14                                   |                         |

**Note:**
Amount in the parenthesis is CNC-801A allocation amount.
Appendix 2: Electrical Diagram

Appendix 3: Fuel Path Diagram
## Appendix 4: Pressure Gauge of Injection System

<table>
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<tr>
<th>COMPANY</th>
<th>MODEL</th>
<th>SYSTEM PRESSURE (MPa)</th>
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<td>TOYOTA</td>
<td>TOYOTA 3.0</td>
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<td>LEXUS 300 400</td>
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<td>CAMRY 3.0</td>
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<td>COROLLA</td>
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<td>HONDA</td>
<td>ACCORD 2.0 2.2</td>
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<td>LEGEND 3.2L</td>
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<td>BUICK CENTURY</td>
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<td>BUICK PARK AVENUE</td>
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<td>CORSICA</td>
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<td>FORD</td>
<td>TEMPO 2.3L</td>
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<td>CHRYSLER</td>
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<td>VOLVO</td>
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<td>0.23—0.30</td>
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2. Part number
3. Item description

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