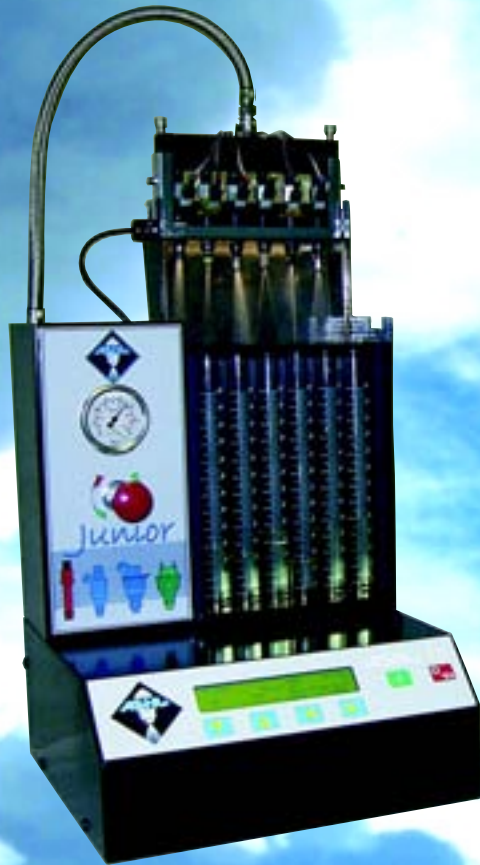


JUNIOR

Petrol Injector Testing & Servicing System

Recognise these symptoms?

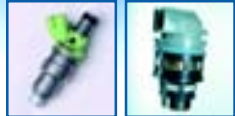
- Poor Starting
- Poor Driveability
- Excessive Exhaust Emissions
- Uneven Idling
- Lack of Power
- Lambda Sensor Problems
- Catalyst Exhaust Failure
- Malfunction Indicator Light (MIL) on EOBD2



Top Side Feed



Multi-Point Mono Point



GDI (Gasoline Direct Injector)



K-Jetronic



European



Japanese



American



Make a system to suit your needs, with or without ultrasonic cleaning baths.

Understanding the need . . .

On the latest generation of Lambda controlled, Fuel Injected, Engine Management Systems, correct diagnosis of the complete system is no longer an option, it's a requirement.

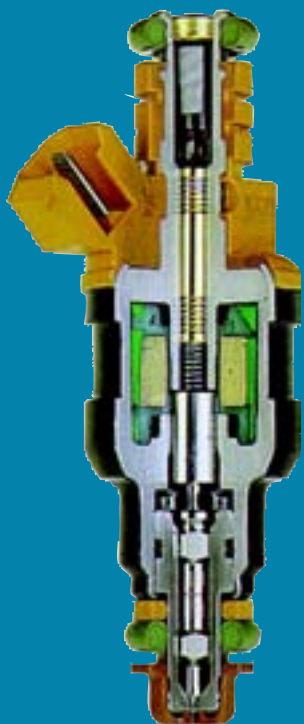
As these systems are "Closed Loop" a design where all the components in the system contribute to the engines correct and efficient running, then the correct diagnostic programme should cover all the components related to the complete Engine Management System, not just some of them.

The Fuel Injectors and their individual performance are now one of the major components to be considered when diagnostically analysing any system for "combustion related" problems, especially if problem is related to Engine Performance, Fuel Economy, Exhaust Pollution and Lambda or Catalyst failure.

ASNU have created a concept called "Injector Diagnostics", a Testing & Servicing programme where the injectors Fuel Distribution, Fuel Droplet Formation, Fuel Atomisation and Fuel Delivery, are all visually and physically checked and tested as an starting point, rather than a last resort. The injectors are then Ultrasonically cleaned and the rubber sealing rings, plastic protection caps and filter baskets are replaced, before re-testing, ensuring all the injectors are performing as a matched, balanced set.

Without "Injector Diagnostics", it is impossible for garages to correctly, economically or efficiently, solve problems with Fuel Injected engines. Servicing Injectors will also save time and money on Service and Repair bills, prolong the life of Inlet & Exhaust Valves, Piston Compression Rings, Lambda/Oxygen Sensors and the Catalytic Exhaust System.

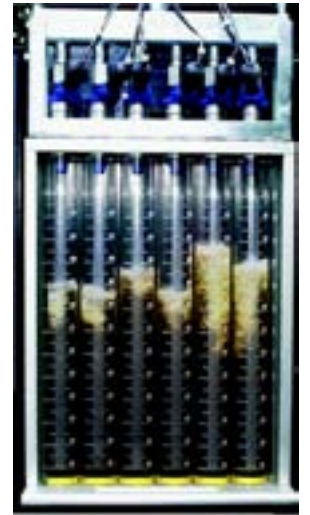
ASNU is approved World Wide by Robert Bosch GmbH.



ASNU

Diagnosing injector performance

- Before and after testing
- Adjustable pressure
- ASNU patented ultra-sonic cleaning process
- Fuel SPRAY Management - spray pattern shapes and fuel atomisation are easily inspected in the ASNU display window.
- Fuel delivery Volumes - the precise quantity of fuel delivered can be measured and compared for up to 6 top feed injectors or 6 side feed injectors at one time
- Electronic operation - ASNU examines the injectors performance during a 10 programme option milliseconds and RPM simulation programme



How do you test injectors?

ASNU offer a complete service programme

- Including various service parts and accessories
- Specialist tools
- Filters o rings pintel caps
- Flowrite and bio-clean fluids

Parts and Accessories

ASNU is the complete workshop solution to the process of testing and cleaning injectors and features a full parts and accessory programme, with an ongoing development of new tools and accessories.



Bio-Clean
(ultrasonic bath)



Navara side feed block



Flow rack holder



Injector assembly tool



Mazda block



Side feed injector cradle



K-Jet cradle



Ford block



Pintle cap removal tool
Filter removal tool



Injector replacement
components

Special Features

- Backlit Viewing Window
- Multi Language Selection
- Digital Operational Display
- Membrane Key Pad
- Wide Range of Dynamic Functions
- Dynamic Resistance Check
- Injector Shot Counter Display
- Injector Shot Timer Display
- Duty Cycle Display
- Manual & Automatic Cleaning Cycles
- Adaptors for GDI (Gasoline Direct Injection)
- Suitable for Injected Motorcycles
- Suitable for Injected Marine Engines
- Suitable for LPG Injection
- For use on EVERY type of injector on the market

ASNU™ = good as new ...

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