

Correct Diagnosis & Repair

As the world wide demand for lower exhaust pollution increases, so the requirement for ways to control this pollution increases. To meet these demands all petrol engine vehicles currently being produced are now fitted with . . .

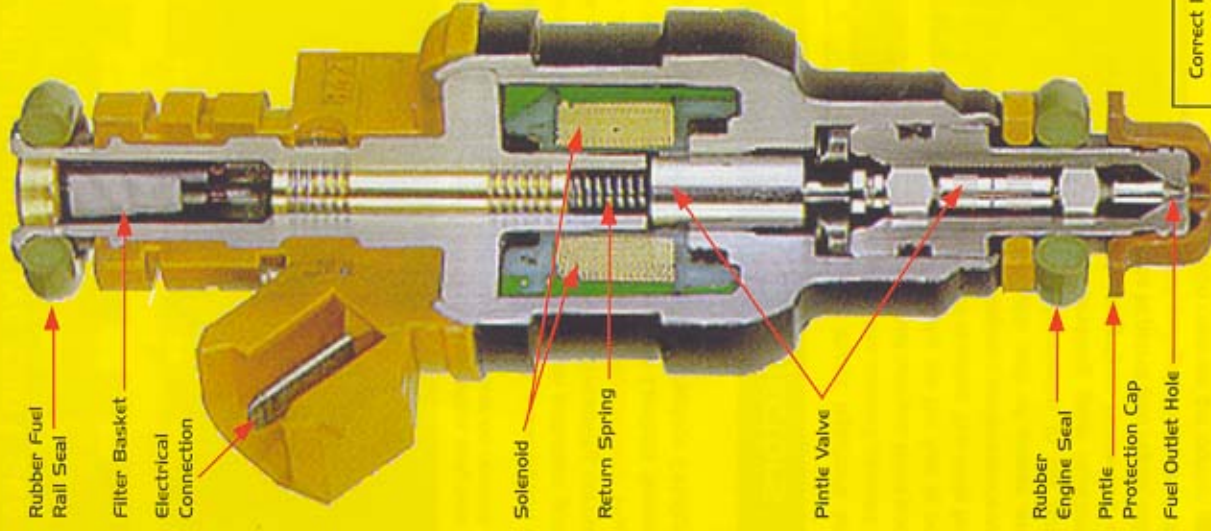
Computerised Fuel Injection.

Since un-burnt fuel is the cause of all exhaust pollution, the Fuel Injector Valve is now the major component in the creation and the physical reduction of all exhaust pollution. Correct Injector performance is no longer an option, it is requirement, especially if we wish to maintain minimum exhaust pollution.

Now and every year since the introduction of computerised systems on cars, we and garages like us must spend thousands of pounds on new diagnostic equipment. This equipment will allow us to diagnose and correct the faults on the computerised Fuel Injected vehicles you now drive.

Using this technical equipment, the equipment is only as good as the operator. Our staff now has to be trained to a very high standard on both the engine systems and the diagnostic equipment. We do hope this brochure will go some way to explaining why we need this equipment and why the cost of this equipment is reflected in our charges and evident in the quality of our workmanship.

Saves time and money!



Correct Injectors
are No. 1 & 5

Local authorised ASNU Injector Diagnostic Centre

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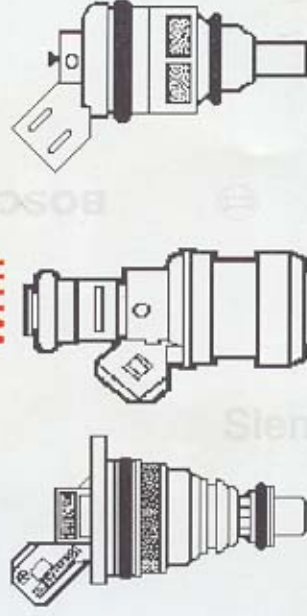


UNDERSTANDING

YOUR

PETROL INJECTED ENGINE

WITH



**World Leaders
in
Injector Diagnostics**

Testing injectors is not enough

Visually check the injectors for electrical operation, fuel distribution and fuel atomisation

Visually check the fuel distribution and fuel delivery



Ultrasonically cleaning the injectors

We not only find the problem

Contaminates being ultrasonically removed from the injectors in the ASNU cleaning bath.



Ultrasonic cleaning of injectors is the only way to guarantee the injectors are clinically clean and back to their original condition.

Contamination on injector tips



BEFORE



AFTER

We remove the cause!

We can't fix what we can't see



These injectors have a problems with fuel atomisation, only two are functioning correctly, guess which ones? Answer on reverse.

Minimum pollution is about correct combustion. Combustion is reliant on correct fuel atomisation. For minimum pollution, good performance, good fuel economy and engine driveability, correct atomisation is no longer an option, **it's a requirement**. Poor atomisation will also cause problems for the Lambda Sensor and clogging or damaging of the expensive to replace Catalyst Exhaust.

Could these be your injectors

Which of these injectors are delivering the correct amount? Too much fuel and you have poor fuel economy as the fuel is not burnt and wasted. Too little fuel and the engine's performance will suffer with lack of power, and poor performance. In the long term, servicing your injectors could save you hundreds of pounds in petrol and repair bills. As your car gets older and the pollution controls get tighter, you will be required to maintain correct pollution levels on your car. Failure to meet these pollution requirements could result in fines or costly repair bills.

If you are thinking **"I will sell the car before I have to fix it"** well, that could just be what the owner of the next car you are about to purchase is thinking!

What are your injectors like ?

What does the Fuel Injecting ?

... the **Petrol Injector Valve** is the **only** component on the **whole** fuel injection system that actually does the

Fuel Injecting.

The injector has the finest tolerances of any mechanical part on the engine. Regular servicing of injectors (approx. 24,000 mis) will not only maintain Performance, Fuel Economy and minimum Exhaust Pollution, it will also prolong the life of very important pollution components like the Lambda Sensor and the Catalytic Exhaust.



Lambda Sensor



Catalytic Exhaust

Both of these items are very costly to replace when they have failed, protect them now and save money. At what mileage did you/do you have your injectors serviced?

Recognise these symptoms

- **Starting** - Will not start properly or starts badly.
- **Idling** - Lumpy tickover, uneven idling.
- **Performance** - Lacking/Loss of power; flat spots.
- **Economy** - Poor fuel consumption, expensive to run.
- **Driveability** - Drives poorly, hesitates, engine "pinks".
- **Emissions** - Fails emission test or "tweaked" to pass the MOT.
- **Lambda Failure** - Lacquering up, slow in response.
- **Catalyst Failure** - Falling or breaking up but no cause found.
- **Malfunction Indicator Light** - Air/Fuel Ratio on EOBDD.

The Injector's performance is critical to the correct running of the computerised fuel injected engine. If the Air/Fuel ratio should deviate by only 1% from its pre-set limits, it could have an adverse effect upon the systems ability to control and eliminate excess pollution. This would also affect the long-term performance of emission control components like the Lambda Sensor and Catalyst Exhaust, not to mention the money lost on wasted fuel.

Prevention is better than cure