



SERVICING

AND

CLEANING

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Diesel servicing as performed by Blue Mountains Fuel Injection, Your NSW Support and Distributor for Interject Chemicals & Equipment, call 02 4784 2100 for Personal Support.
Harry's Mobile 0412 399 553 & Brad's Mobile 0404 490 604

EFI FUEL SYSTEM CHECKS

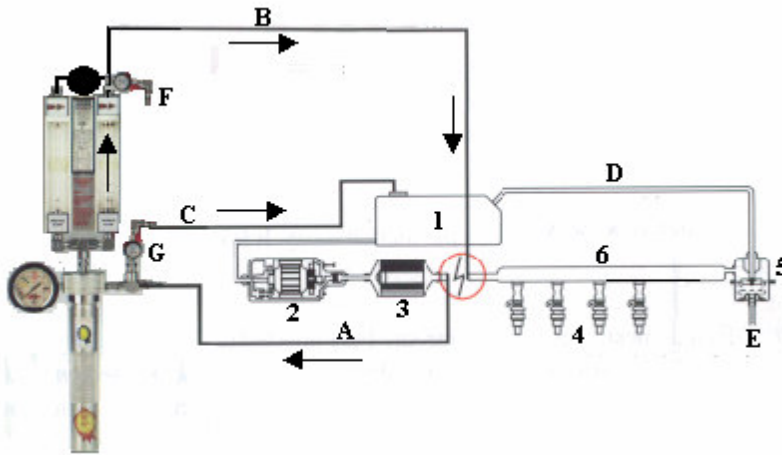
With any E.F.I. servicing, the engine must be in good mechanical order. If it is not, you will only cover up faults and get yourself into trouble.

If the vehicle exhibits a miss in the engine, you need to perform a compression test before you proceed with any Fuel Injection rectification work etc. Also the use of a Vacuum Gauge will also determine engine Condition etc.

Before commencing the service check the following.

- a. Fuel tank is at least ½ full
- b. If the vehicle has an automatic transmission, put into NEUTRAL & ensure handbrake is firmly applied.
- c. Turn off Air Conditioning if fitted

Connect LB291/2F into the fuel system as shown below with the LB291/2F on System Flow.

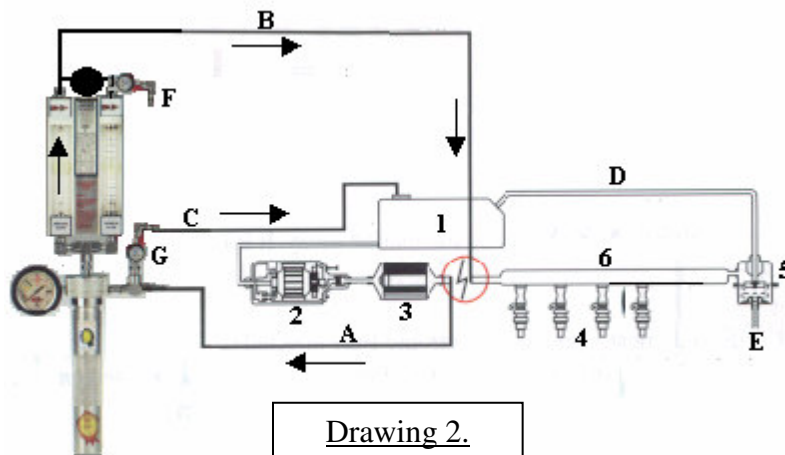


Drawing 1.

- | | |
|-----------------------|--|
| 1. Fuel Tank | A. Inlet hose to LB291/2F from fuel filter |
| 2. Fuel Pump | B. Outlet hose from LB291/2F to injector rail |
| 3. Fuel Filter | C. LB291/2F return line hose to fuel tank |
| 4. Injectors | D. Fuel return line from Pressure regulator to fuel tank |
| 5. Pressure Regulator | E. Pressure Regulator Vacuum hose |
| 6. Injector Rail | F. LB291/2F Air Bleed Valve |
| | G. LB291/2F Bottom Divertor Valve |

1. Connect inlet hose (A) from fuel filter (3) to LB291/2F
2. Connect LB291/2F outlet hose (B) to injector rail (6)
3. Connect return line hose (C) to fuel tank (1) filler inlet.
4. Make sure all valves are closed and LB291/2F pressure canister is tightened.
5. Start the engine and bring up to operating temperature.
6. Switch off engine and check the fuel system rest pressure. Pressure should not drop. If pressure drops check the following:
 - a. Make sure there are no leaks where hoses (A) & (B) are connected into the fuel system.
 - b. If pressure drops clamp inlet hose (A). If pressure now holds, the check valve in the fuel pump is leaking or a leaking connection somewhere between fuel tank and clamp on hose (A). Applying back pressure by crimping outlet hose (B) to a maximum of 500 Kpa for a few seconds and then letting go will reseal leaking pump check valve. Repeat this 2 to 3 times. If this doesn't stop the leak, repeat this after a chemical treatment.
 - c. If the system pressure still drops with the clamp on hose (A) then the leak is towards the engine.
 - d. Clamp the pressure regulator return hose (D). If pressure stops dropping the pressure regulator is leaking. Reseat the pressure regulator by starting the engine and then clamp the return line hose to obtain pressure reading of 350 Kpa for a few seconds and then release clamp on return line hose (D). Repeat this 2 to 3 times. Switch off the engine. Never exceed 350 Kpa when clamping return line.

- e. Remove vacuum hose from Pressure regulator (5) and make sure no petrol is leaking from vacuum pipe. If fuel comes out of vacuum pipe the diaphragm in the pressure regulator has a hole in it. Fit new pressure regulator.
- f. If there is still a pressure drop with clamps on hoses (A) & (D) injectors will be leaking. Chemical Cleaning or Reverse Polarity treatment with LB991/V Pulse Generator will solve this problem, or injectors will be proven to be faulty and will need to be replaced.
7. Switch on the engine and with the motor at idle carry out the following checks.
 - a. Fuel pump output capacity. This is obtained by crimping the outlet hose (B) by hand to restrict the fuel flow. The pressure as shown on the gauge should increase 50% to 75% over the normal pressure at idle. If the increase does not occur check voltage to fuel pump and electrical connections, pump relay. If electrical is okay, then the fuel pump should be replaced.
8. Check fuel system pressure.
9. Check fuel system flow.
10. Switch the Ball Valve Unit Black knob to get the LB291/2F to flow on Injector flow as shown below.



11. Open valve (G) until injector flow indicator begins to hover in the injector flow tube. At the point where the indicator begins to hover, please note pressure gauge reading. It is at this pressure, where the pressure regulator is closed. When cleaning with Blue Machine Cleaning chemical the pressure must not exceed this pressure reading, to avoid the Blue Machine chemical from flowing pass the pressure regulator back to the fuel tank.
12. Open valve (G) and set pressure to 100 Kpa. At this reading please note injector flow.
13. Check ECU Computer input to the injectors as follows:
 - a. Turn valve (G) clock wise to obtain pressure reading of say 150 Kpa. If computer input to injectors is okay the injector flow indicator will increase from the point it was at 100 Kpa and within 20 seconds settle back to where it started from. Now turn valve (G) anti-clock wise and drop pressure back to 100 Kpa and once again the injector indicator will drop from present setting and within 20 seconds settle back up to where it started from. This indicates ECU input to the injectors is working.
14. Step 13 above also indicates that the oxygen sensor is working okay.
15. Switch the Ball Valve Unit Black knob to get the LB291/2F to System flow as shown in drawing 1.
16. Take a fuel sample into a glass bottle by opening valve (F).
17. Drain down the LB291/2F by fully opening valve(G). Engine will stall and then open bleed valve (F) to drain fuel from LB291/2F canister. Turn off ignition key.

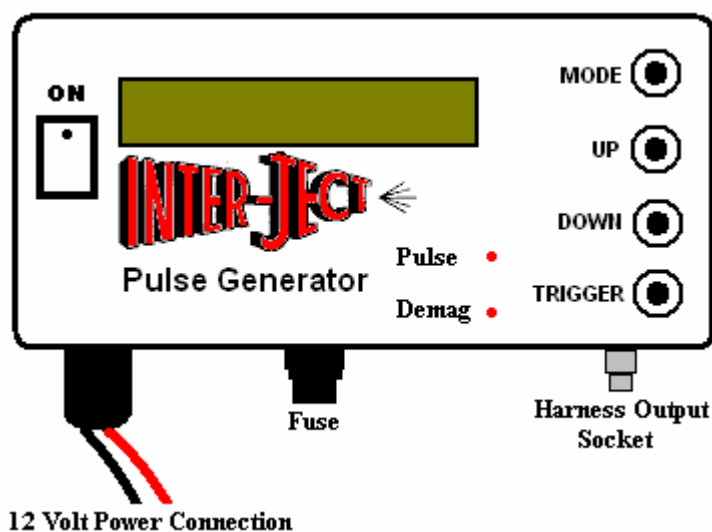
EFI FUEL SYSTEM CLEANING

DO NOT SPILL CHEMICALS ON PAINTWORK

1. Fill pressure canister with 250 mls of Interjectron Yellow and screw back onto LB291/2F head.
2. Close all valves and make sure LB291/2F is on system flow as per Drawing 1.
3. Work starter switch and pump Interjectron Yellow from LB291/2F canister back to the fuel tank via the return line(D). Avoid engine running as we do not want the Interjectron Yellow chemical to flow towards the engine.

4. Once all the Interjectron Yellow has gone out of the system flow tube, start the engine and run for 3 to 5 minutes.
5. After 30 to 60 seconds, take another fuel sample from valve (F). Compare the first fuel sample with this one for signs of fuel contamination.
6. Drain down the LB291/2F by fully opening valve(G). Engine will stall and then open bleed valve (F) to drain fuel from LB291/2F canister. Turn off ignition key.
7. Remove LB291/2F pressure canister and fill with Blue Machine Cleaner. The pressure canister holds 250 mls of product, which is sufficient only for a 4-cylinder engine.
8. Start the engine and open valve (G) quickly to avoid Blue chemical passing the pressure regulator. The system flow indicator must be seated at the bottom of the flow tube and the system pressure must be slightly lower than reading obtained in Step 11 (Page 3.). Please note, should the engine have a cold start injector, it should be cleaned at this point with the LB991/V Pulse Generator. Please refer to Cleaning Cold Start Injector on Page 5.
9. Run the vehicle until normal petrol colour returns in the system flow meter.
10. If you are cleaning a 6 or 8 cylinder engine drain down the LB291/2F as in Step 6 and repeat steps 7 to 9 as above, with additional Machine Cleaner. (6 cyl additional 125 mls & 8 cyl additional 250 ml).
11. When cleaning is complete, always reseal the pressure regulator (see Step 6.D, Page 2) and reseal the fuel pump check valve. (see Step 6.B Page 2)
12. Drain down the LB291/2F machine as in Step 6 and disconnect the LB291/2F inlet and outlet hoses from the fuel system.
13. Connect up the original fuel system hoses and pressurise the fuel system and check that there are no leaks.

(New Style) LB991/V PULSE GENERATOR



Drawing 3.

Features

1. Microprocessor controlled
2. Operates from vehicles battery (12V ONLY)
3. Three modes of operation:
 - a. **PULSE MODE 1:** Single pulse of selectable duration from .1 second to .5 second.
 - b. **PULSE MODE 2:** Repetitive selectable pulses, .1 to .5 second, for 30 minutes.
 - c. **DEMAG MODE:** Repetitive selectable pulses, .1 to .5 second, for 30 minutes.

CLEANING COLD START INJECTOR

The cold start injector is cleaned as follows:

1. Once we have the cleaning procedure started with the Blue Machine Cleaner as stated in the EFI Fuel Cleaning section, (Step 8, Page 4), if the engine has a Cold Start injector, it should be cleaned at this stage.
2. Connect the power leads on the LB991/V Pulse Generator to the vehicle's 12 volt battery. Voltage to the LB991/V must never exceed 15 volts.
3. Remove the vehicle wiring harness plug from the cold start injector.
4. Plug the LB991/V Harness plug in the output socket on the Pulse Generator.
5. Plug the other end of the LB991/V harness lead plug into the cold start injector.
6. Switch on the LB991/V.
7. Set the Mode to Pulse Mode 1.
8. Set the pulse length to **0.1S**.
9. Press and release the TRIGGER button. Injector will release fuel into the manifold.
10. The aim is to increase the injector opening time to as long as possible by increasing the pulse length without the engine stalling due to excess fuel and cleaning chemical mixture. The average vehicle will allow the cold start injector to be pulsed for **0.2** of a second.
11. Pulse the cold start injector at least 10 to 15 times. Please allow time for the engine to settle between each pulse to avoid engine stalling.

EFI INJECTOR FLOW TESTS

When flow testing EFI injectors the engine must be switched off. Do not start the engine with the vehicle's injector harness plug, unplugged from vehicle's EFI injector. When flow testing injectors, after two flow tests, plug the vehicle's harness into the injector socket and start the engine to clear any excess fuel.

1. Connect the LB291/2F into the fuel system as shown in Drawing 2, Page 3, on injector flow.
2. Connect the power leads of the LB991/V Pulse Generator to the vehicle's 12 volt battery. Voltage to the LB991/V must never exceed 15 volts.
3. Remove the vehicle wiring harness plug from the No 1 injector.
4. Plug the LB991/V harness lead plug in the output socket on the Pulse Generator.
5. Plug the other end of the LB991/V harness lead plug into the No 1 injector.
6. Switch on the LB991/V and set to Pulse Mode 1.
7. Set the pulse length to **0.5S**.
8. Turn on the ignition key to pressurise the fuel system to over 200 Kpa. You may need to crank the engine to ignite the fuel pump to bring up the pressure, do this prior to Steps 3 to 5 as to avoid the engine firing with engine injector harness unplugged.
9. Open valve (G) and set pressure to 200 Kpa and close valve (G).
10. Press and release the TRIGGER button while watching the injector flow indicator in the flow tube. It is best to have the injector flowing somewhere between 10 to 20 cc/minute. If injector flow is less than 10 cc/min, increase system pressure (Step 8) and repeat Steps 8 to 11. If on the other hand the injector flow is greater than 20 cc/min, reduce the pulse time (Step 7) and repeat Steps 8 to 11. We need to obtain an injector flow rate to compare to the rest of the injectors when we flow them at the same pressure and pulse time on the LB991/V. Once we have the injector flowing somewhere between 10 to 20 cc/min as shown in the flow tube, we will carry out Steps 3 to 11 on the rest of the injectors. All the injectors should be within 1 cc of each other.

Note:- If you are doing a Lube Service at the same time, wait until after the Interject Service, as the engine oil will receive some contamination from the carbon removal etc.

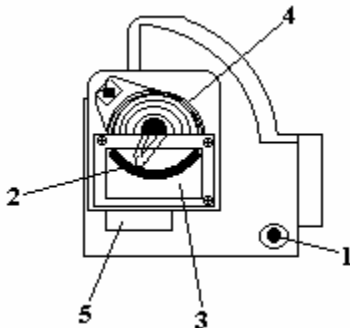
General Disclaimer:- Interject or Blue Mountains Fuel Injection, or any of its agents cannot be held responsible for technicians misunderstanding of the servicing procedures or misinterpretation of the technical information... Please feel free to call us to verify any aspect on 02 4784 2100 or 0412 399 553

INJECTOR REVERSE POLARITY & DE-MAGNETISING

The Reverse Polarity option allows the operator to clean and remove micro metal fragments which have become magnetised inside the pintle area of the injector due to the magnetic field of the injector solenoid. This will cause the injector pintle to jam open. Once this happens the injector will leak and there will be a flow restriction of fuel from the injector. Without this option the injectors would have to be replaced. Always attempt reverse polarity demagnetizing while flushing the injector before condemning it.

1. Hook up the LB291/2F as shown in Drawing 2, on Page 3 on injector flow
2. Hook up the LB991/V power leads to vehicle 12 volt battery.
3. Switch on the Pulse Generator and set to DEMAG Mode.
4. Set Pulse length to **0.2S**.
5. Pressurise the fuel system to 200 Kpa .
6. Unplug the vehicle's injector plug from the injector to be de-magnetised.
7. Plug the Harness lead into the Output Socket on the LB991/V.
8. Plug the other end of the Harness lead into the vehicle's injector.
9. Press and release the TRIGGER button on the LB991/V to start reverse polarity of the injector coil.
10. When the pressure gauge indicator drops to Zero, switch off the LB991/V.
11. Remove the LB991/V harness from the injector and fit vehicle harness plug back into the injector.
12. Start the engine to clear excess fuel. Stop the engine and repeat Steps 5 to 14 on each injector.

VANE AIR FLOW METER CALIBRATION



Drawing 5.

1. Air Idle Bypass Screw
2. Resistor Track
3. Resistor Track Board
4. Adjuster Wheel
5. Wiring Harness Plug

Do not attempt any adjustments on the Air Flow Meter unless the engine is in good mechanical order and the fuel system has been conditioned and cleaned with Interjectron Yellow and Blue Machine Cleaner in conjunction with the LB291/2F. If this is not completed, you will only cover up faults and get yourself into trouble. The Air Flow Meter is calibrated to the present state of engine wear. The Air Flow Meter spring tension has to be matched to the vacuum loss of the engine. Resetting the spring tension to match the engine vacuum will allow the ECU to compensate faster to variation of engine load factors. This is the ultimate in engine tuning to gain acceleration, performance, and economy from any vehicle. We recommend you to use a 4 or 5 Gas Analyser when setting the Air flow meter to confirm the LB291/2F injector flow settings. The LB291/2F is connected into the fuel system as shown on Page 3, on injector flow meter.

1. Remove the cover off the Air Flow meter and clean off all the silicone glue off both the cover and Air Flow Meter housing.
2. Dip a cotton tip into Interjectron Yellow and wipe the resistor track (2) clean.
3. Undo the 3 or 4 screws securing the resistor track board (3) in the Air Flow meter and reposition the resistor board to allow the wiper arm to run on a new part of the resistor track.

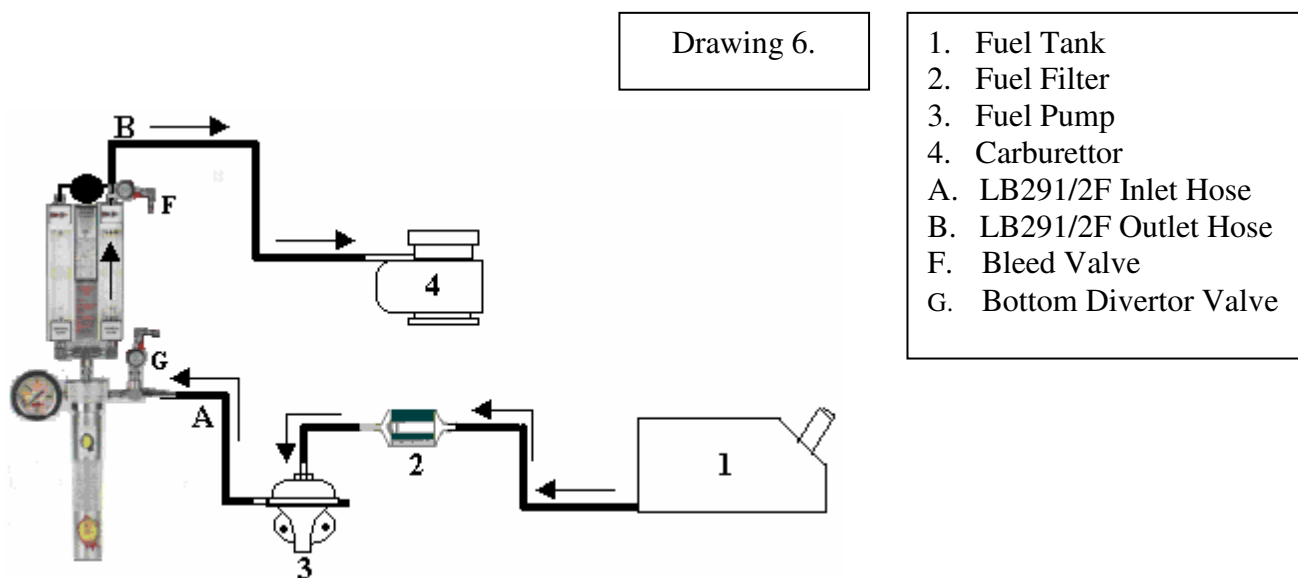
4. If the vehicle has a full close loop fuel system refer to the manufacturers manual on how to disable the signals back to the ECU. This is the same as if you were to adjust the timing. If this is not completed then the ECU will over ride any adjustments we make.
5. Remove the plug to gain access to the Air Idle Bypass adjusting screw (1). Turn the screw all the way in, noting exactly where it was positioned when you started. Now with the screw all the way in, screw it out 3 turns for a 4 cylinder engine, 3 ½ turns for a 6 cylinder engine and 4 turns for larger engines.
6. With the engine at idle, with fuel flowing through the LB291/2F on the injector flow meter, open the valve (G), and drop the fuel down to 100 Kpa. This is the calibration point for all multi-point EFI engines. Please note the cc/min of the injector flow indicator.
7. If the engine will not run at 100 Kpa because the fuel mixture is too lean, you will need to release the spring tension on the adjuster wheel (4) to en-rich the engine so that you can set the pressure to 100 Kpa. Before making any adjustments to the adjuster wheel, place a mark in relation to the casting.
8. Adjust the tension on the adjuster wheel (4) to the injector chart reading and accordingly to the 4 or 5 Gas Analyser.
9. As per the instructions in the manufacturer manual, re-enable the ECU and reseal the cover back onto the Air Flow meter casting.

CARBURETTOR FUEL SYSTEM CLEANING

DO NOT SPILL CHEMICALS ON PAINTWORK

With any Interject servicing, the engine must be in good mechanical order. If it is not, you will only cover up faults and get yourself into trouble. Before commencing the service check the following.

- a. Fuel tank is at least ½ full
- b. If the vehicle has an automatic transmission, put into NEUTRAL
- c. Turn off Air Conditioning if fitted



1. Run the engine until normal operating temperature is reached.
2. Pour 250 mls of Interjectron Yellow into the fuel tank and run the engine for 3 to 5 minutes.
3. Hook up the LB291/2F as shown in drawing 6 on System Flow.
4. Close all valves on the LB291/2F.
5. Any return lines from the carburettor to the fuel tank must be blocked off to stop Blue Machine Cleaner returning to the fuel tank.
6. Fill the LB291/2F pressure canister with Blue Machine Cleaner. (4 cylinder 250 mls, 6 cylinder 375 mls & 8 cylinder 500 mls.)
7. Start the engine and run at idle until all the Blue Machine Cleaner disappears from the flow glass and normal petrol colour appears in the system flow glass.
8. Switch off the engine, drain down LB291/2F and remove from the fuel system.
9. Remove LB291/2F from the fuel system, reconnect vehicle system hoses and check that there are no leaks.

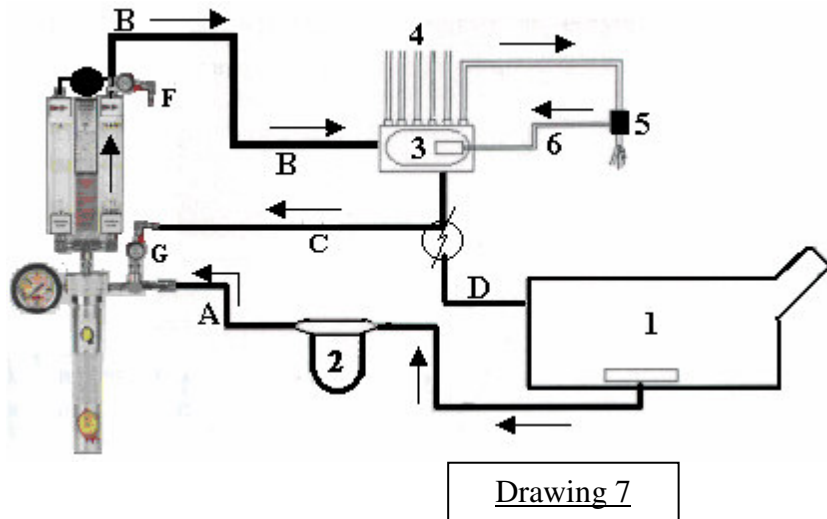
Check out our own Blue Mountains Fuel Injection Servicing technique for Diesels in the next section to get an idea of how this could be utilised on Carbi systems as well

DIESEL FUEL SYSTEM CLEANING (as Recommended by Inter-Ject)

DO NOT SPILL CHEMICALS ON PAINTWORK

With any Interject servicing, the engine must be in good mechanical order. If it is not, you will only cover up faults and get yourself into trouble. Before commencing the service check the following:

- a. Fuel tank is at least ½ full.
- b. If the vehicle has an automatic transmission, put into NEUTRAL.
- c. Turn off Air Conditioning if fitted.



1. Fuel Tank.
2. Fuel Filter.
3. Injector Pump.
4. Supply Lines to Injectors.
5. Injector.
6. Return line from no 1 Injector.
- A. Inlet Hose to LB291/2F.
- B. Outlet Hose from LB291/2F to Injector Pump.
- C. ¼ Hose from pump to LB291/22F
- D. Injector Pump return Line to Fuel Tank
- G. LB291/2F Bottom Divertor Valve.

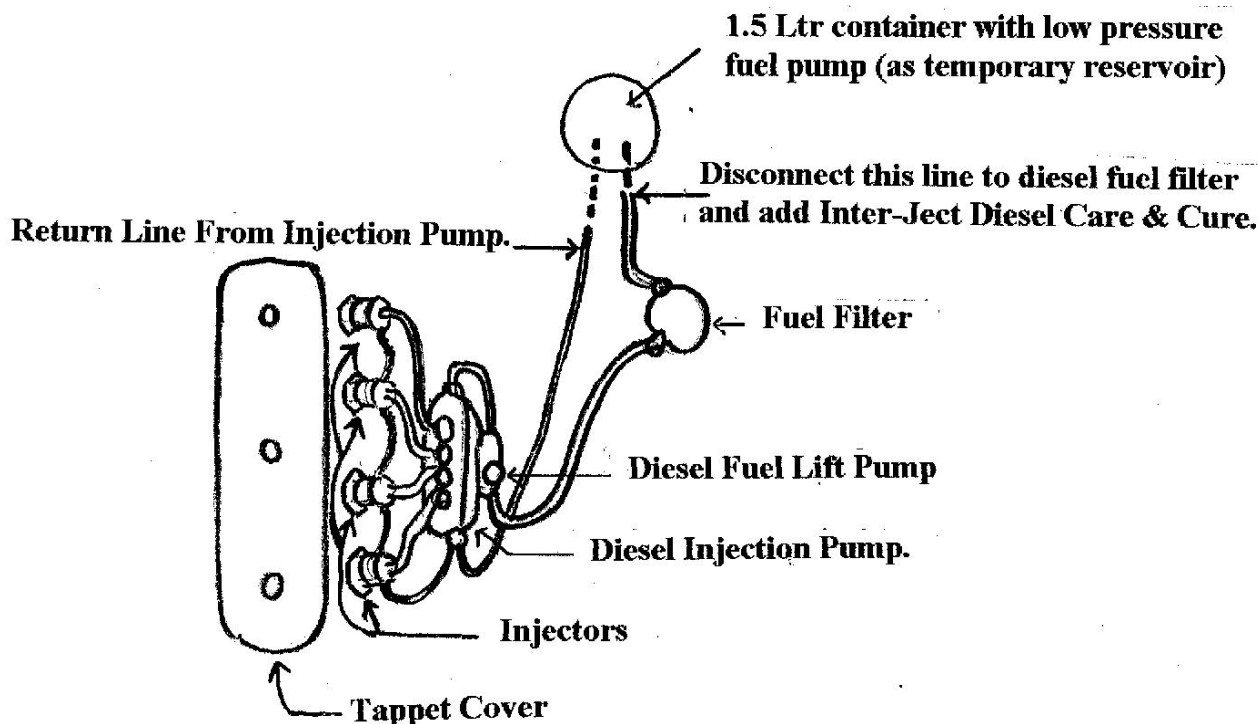
HINT:- If you are doing a Lube Service at the same time, wait until after the InterJect Service is done.

1. Run the engine until normal operating temperature is reached.
2. Pour 500 mls of Diesel Care & Cure Additive into the fuel tank and run the engine for 3 to 5 minutes. If more than 1 fuel tank on the vehicle, pour 500 mls of Diesel Care & Cure Additive into each tank.
3. Hook up the LB291/2F as shown in Drawing 7, on System Flow meter.
 - a. Clamp the inlet line to the filter (2) to stop fuel draining back to the tank.
 - b. Connect LB291/2F Inlet Hose (A) from the fuel filter to LB291/2F.
 - c. Fill the LB291/2F pressure canister with 250 mls of Diesel Care & Cure Cleaner.
 - d. Connect the LB291/2F outlet hose (B) to the inlet fuel line on the Injector Pump.
 - e. Close all valves on the LB291/2F.
 - f. Remove the Tank return line from the injector pump.
 - g. Fit the ¼ Hose (C), (supplied in LB291/2F kit), onto the injector pump return line outlet.
 - h. Remove the clamp off the inlet line to the filter and with the aid of the lift pump situated on the filter or injector pump prime the fuel system until all air is removed from ¼ hose connected to the tank return line outlet on the injector pump.
 - i. Connect ¼ hose (C) onto the LB291/2F above Bottom Divertor Valve (G) as shown in Drawing 7.
 - j. Fully open valve (G) and start the engine to start cleaning. When the system flow meter returns to the clear diesel fuel colour, switch off the engine.
 - k. Clamp the LB291/2F inlet line (A) and outlet line (B) to stop fuel draining back to the tank. Remove the LB291/2F canister fill with another 250 mls of Diesel Care & Cure Cleaner.
 - l. Remove clamps off inlet hose (A) and outlet hose (B) and start the engine to complete the cleaning process.
4. Fuel injectors on a diesel engine do not spray fuel directly onto the inlet valves. To further enhance your Interject service, clean the inlet valves while the above cleaning process is being completed with the engine at idle.
5. Pour 100 mls of Diesel Care & Cure Cleaner into your Mistlon Spray Bottle and pressurise by the built in pump in the bottom.

6. Remove the air cleaner or the hose between the air cleaner the inlet manifold. The Diesel Care & Cure Cleaner can not be sprayed through an air filter.
7. Spray the Diesel Care & Cure Cleaner in small amounts into the inlet manifold until the engine falters. This will clean engine Inlet Valves. Use as much chemical as is required to supplement the running of the engine, e.g. you may use around 200-300 mls for the average 3 ltr diesel engine etc.
8. If after running the engine for 1 hour there is still Diesel Care & Cure Cleaner in the system flow tube, stop the engine.
9. Close valve (G), and remove ¼” hose (C) from the LB291/2F to tank return line outlet on the injector pump.
10. Fit the vehicles return line (D) back onto the injector pump and restart the engine. After approximately 5 minutes the system flow glass will return to the clear diesel colour.
11. Switch off the engine, remove LB291/2F and reconnect the original fuel system hoses.
12. Pump the lift pump 5 to 6 times and start the engine and make sure there are no leaks.

Diesel Fuel System & Inlet Valve Servicing as Performed by Blue Mountains Fuel Injection:-

We have developed a very easy servicing technique that simply involves the use of a 1.5- 2 ltr Container with a electric lift pump to act as a temporary Fuel supply for Diesel & chemicals and the injection pump return line is fed into this container. (See diagram below)



Service Objectives:-

To improve the engine breathing with a restored injector spray pattern and better engine breathing by removing carbon from the inlet valves. This will in turn reduce smoking often associated with diesel engines due to the imbalance of air to fuel ratio. Smoking engines also identifies them as being inefficient, costing more to run.

Procedure:-

- 1) Drain Water trap and clean pre-filter if fitted.
- 2) Add 250 mls Interjectron to fuel tank & run for 15 mins to precondition fuel system, and to warm the engine.
- 3) Add 500 mls Diesel Care & Cure **Running Chemical**, (supplied only in bulk, is different from new tank additive supplied in bottles) and hook up before fuel filter and run for at least ½ -3/4 hour with return line from injection pump going back into temporary fuel reservoir (as per diagram above). Larger engines may require more than 500 mls to run for this time period and very dirty engines may also require more running.

4) While the engine is running, add Diesel Care & Cure Cleaner into a spray bottle and spray into the inlet tract to remove carbon from the inlet valves. **The efficient carbon removal is best if the engine is hot, and be cautious of the fact if the engine is very dirty, that it may start to run on the oil & junk in the inlet manifold. At this time the engine may rev up, so be aware and stop spraying when this occurs... The engine will die down again and just idle normally. Continue to spray at least 200ml on normal 4 cyl. engines, or more if the engine is very dirty, or larger 6 cyl etc., may use 500mls.**

5) Add an extra 500 mls Diesel Care & Cure (Tank Additive is O.K.) to the fuel tank and our suggestion is to NOT change the fuel filter at this time.

6) Request the customer comes back in 1 week or 200 kms to replace the fuel filter. This is due to the fact that the Chemical will destroy the Diesel Bug (Cladesporum Resinae) and the tiny flecks of it (looks like pepper) coming through will prematurely destroy a new fuel filter. So if you leave it a week, then the old filter will be changed along with getting rid of the Diesel Bug.

7) Continuing use of the Interject Chemicals will prevent the diesel bug from being a problem.

8) Don't forget to add service sticker to windscreen to let your customer know that this service should be performed every 30,000kms or 2 years (depending on operating conditions) for best preventative maintenance and economy.

Warning...Please Note:-

When dealing with smoking Diesel engines other malfunctions may need to be addressed.

- Injection pump malfunction causing excess injection amount?
- Injection pump timing?
- Air filter blocked or air duct obstruction?
- Mechanical defects of the Injectors?
- Camshaft timing or other mechanical defect, worn inlet cam lobes preventing maximum valve lift and air entry. Check Valve lift...
- Engine worn out, loss of Compression inhibiting complete diesel Fuel Combustion.?
- Check for engine fuming at tappet cover etc.
- Engine oil change well overdue will also cause bad smoking and oil control rings not doing a good job, although this will be mainly BLUE smoke. Running an Engine oil flush may help ????
- White smoke on cold start up with early diesels will likely be poor glow plug operation.

Performing the Inter-Ject Diesel Service at Regular Intervals will ensure Optimum Performance, Economy and Long Life from any Diesel Engine. As a preventative maintenance regime, we recommend that this service be done first before chasing other problems. We regard it as required work to eliminate carbon on the inlet valves first, and due to it's low cost, compared to injectors and pump work, it may be worthwhile to speak to your customer about this.

On a different issue.... Blue Mountains Fuel Injection prides itself in searching for better ways to achieve customer satisfaction, and having got involved in "Tin" Fuel Catalysts over 7 years ago, has helped us to become even more aware of how we can achieve real benefits for our customers... Please call Harry Holzmann on his mobile 0412 399 553, or Brad, on 0404 490 604 or call our new Workshop which now has Dyno Facilities on 02 4784 2100 here in Katoomba, as we would love to share our findings with you for your own customers satisfaction.

Our new *FuelMate* Fuel Catalysts provide:- Economy, Performance & Protection

General Disclaimer:- Interject or Blue Mountains Fuel Injection, or any of it's agents cannot be held responsible for technicians misunderstanding of the servicing procedures or misinterpretation of the technical information... Please feel free to call us to verify any aspect

For Chemicals & Support:- Workshop on 02 4784 2100 or Harry's Mobile:- 0412 399 553

It is up to the individual operator to determine the condition of each vehicle and especially in the event that an engine is worn mechanically, the insufficient results with the chemical and servicing may not amount to total customer satisfaction.