

4 IN 1



MultISERVE



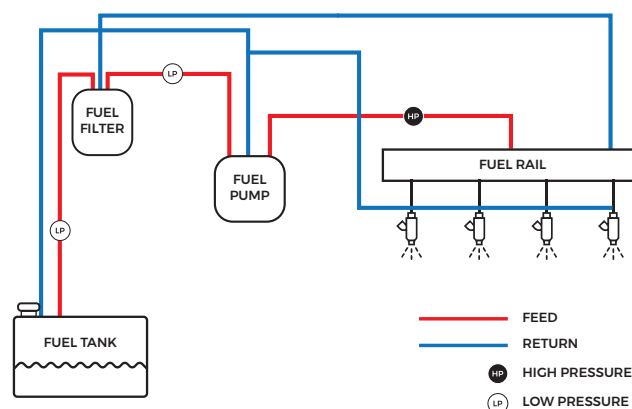
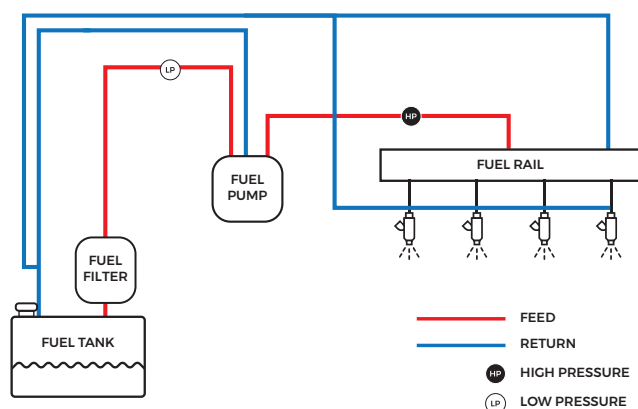
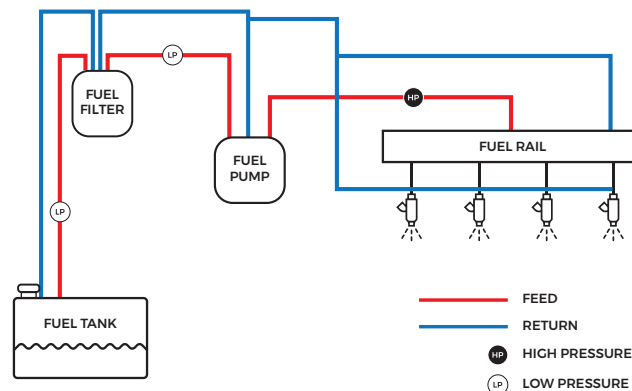
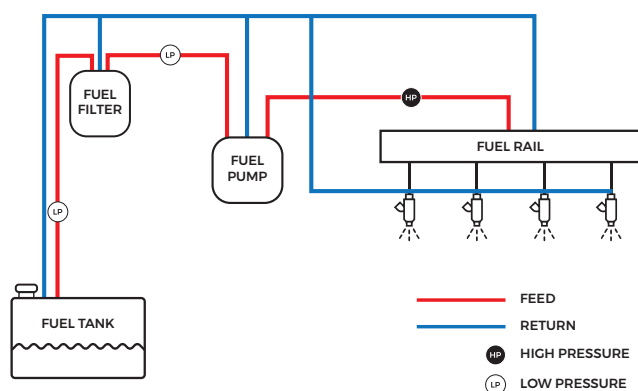
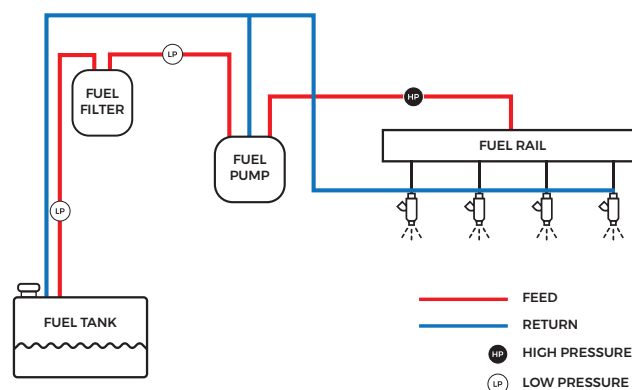
CONNECTING TO A DIESEL FUEL SYSTEM

When connecting the Wynn's MultiSERVE machine to a diesel fuel system we need to locate the common feed and return. We connect the feed to the low pressure side of the fuel system before or after the filter dependant on the most accessible connection.

When connecting the return, locate the common point of connection. This is where the system returns have met to be returned to the fuel tank. The main returns come from the: fuel pump, fuel rail and injector spill.

A connection after these three points have met means we return the treatment back to the machine not the fuel tank. Some vehicles facilitate a connection in the engine bay however some vehicles require a connection closer to the fuel tank. Identifying the single common return line is important for the correct connection to the MultiSERVE machine.

Always form a loop from the fuel tank feed and return when carrying out a MultiSERVE Injection or Turbo clean.



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CONNECTING TO A PETROL FUEL SYSTEM

Some petrol engines incorporate a feed and return to and from the fuel tank, these systems require a feed and return connection to and from the MultiSERVE machine for correct operation however, some petrol engine return systems are control by the fuel pump and fuel rail and do not have a return back to the fuel tank. Connecting the machine to these fuel systems requires only a feed from the MultiSERVE machine.

When operating the machine with only a feed to the fuel system we must disable the fuel pump by removal of the fuel pump fuse, fuel pump relay or disconnection at the fuel pump.

Note :- always double check, you may see a pipe which you think is a return pipe which runs alongside the feed this could be the pipe from the carbon canister

