Features:

- Covers all major model vehicle platforms, domestic and foreign, 1988 to present (does not include CIS/TBI)
- Test gauge assembly disconnects from test hose and valve assembly for easier storage and improved gauge protection
- The redesigned fuel line tee can accommodate 3/8" hose sizes in addition to 1/4" and 5/16"
- Contains longer tee adapter to cut test hoses for easier connections
- Neoprene boot for ultimate protection of test gauge and vehicle finish
- Neatly organized molded storage case with marked adapters for easy cross-reference to the adapter guidebook
- Case contains a hinged lid compartment to easily store hose assemblies
- In-depth guidebook gives detailed vehicle model adapter information

WARNING: This product contains chemicals, including lead, known to the State of California to cause cancer, birth defects or other reproductive harm. Wash hands after handling.
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Please visit your local tool distributor for info on adapters not included in your set.
# Safety Information

## Important Safety Instructions

This manual contains important safety and operating instructions for the fuel injection pressure test kit and adapter. Refer to the information in this manual often for safe operation.

## Read All Instructions

Read all instructions in the manual. Read, understand and follow all safety messages and instructions in this manual and on the test equipment. Safety messages in this section of the manual contain a signal word, a three-part message, and, in some instances, an icon. An icon, when present, gives a graphical description of the potential hazard.

## Warning

- **DO NOT** use this kit to test direct injected engine line pressure between the high pressure pump and injectors, as the high pressure (1500 to 3000 psi) will cause failure of the hoses and/or gauge. Use an appropriate scan tool to access direct injection fuel pressure information using the On Board Diagnostics system.
- **Save These Instructions**

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Pretest System Checks

The following basic checks should be performed, and any detected faults corrected, before a fuel system test is performed:

A. Look for broken or loose fuel lines (metal or rubber).
B. Make sure fuel tank has sufficient fuel (do not rely on fuel gauge).
C. Check for water or other contaminants in fuel.
D. Check condition of fuel system related fuses.
E. Check condition of fuel tank venting systems.
F. Check condition of fuel tank filler cap.

Electrical System

A. If engine won’t start, check for ignition spark using a test plug. If no spark, repair ignition system. The ignition fires the injector on most fuel injection systems so that if there is no spark plug firing, there will be no injector firing.
B. Observe check engine lamps or other computer fault indicators.
C. Look for ignition wires broken, disconnected or arcing.
D. Look for distributor cap or rotor disconnected or arcing.
E. Check for component grounds loose or corroded.
F. Look for disconnected electrical components.

Battery & Charging System

A. Check battery condition. A weak battery will not ensure proper pump delivery or injector triggering. Should be over 12 volts.
B. Check basic operation of charging system.
C. Look for loose or corroded battery cables.

Miscellaneous

A. Check vacuum lines for loose or disconnected lines.
B. Look for water leaks.
C. Look for excessive oil leaks.
D. Listen for any audible air leaks, unusual noises, fuel pump buzz (a noisy pump may not be an indication of poor operating condition), engine rattles or knocks.
E. Check valve timing and adjustment.

Procedure To Relieve Fuel System Pressure

1. Do not smoke.
2. Wear a pair of safety glasses.
3. Keep a dry chemical (Class B) fire extinguisher near you.
4. Release gas cap with ignition off.
5. Disable fuel pump as specified per manufacturer’s service manual.
6. Some vehicles may have two fuel pumps. Make sure both are disabled.
7. On some vehicles, a satisfactory method of disabling the fuel pump(s) is to remove the fuel pump fuse(s).
   But on other vehicles, removing the fuse(s) disables the fuel injectors or ignition system, so another disabling method must be used. Refer to the manufacturer’s service manual.
8. Turn the ignition key on and start the engine.
9. Run the engine until it stalls.
10. Try to restart the engine for 3 - 5 seconds. For cars with inertia switch pressure relief, engage starter 15 seconds to relieve fuel pressure.
11. Turn ignition key off.
Typical Fuel Injection Pressure Test  (Non-Direct Injected Vehicles)

This kit is designed to test only the fuel feed line pressure to the injectors in multiport systems OR the fuel feed line to the high pressure pump in direct injected systems (100 psi or less). Before making a test connection, understand what the typical pressure is in the line you desire to test.

All pressure tests should be made at idle on the high pressure side of the system.

1. With engine off, locate fuel pressure port (Schrader Valve) and attach fuel pressure gauge. If no Schrader Valve is provided and system must be opened, residual pressure must be released before fittings are loosened to keep gasoline from spraying all over, possibly causing eye injury or a fire. See the PROCEDURE TO RELIEVE FUEL SYSTEM PRESSURE (above) and follow instructions. Connect tester using the correct adapter and access point. Always wrap a shop towel around fitting before loosening.

2. If the test connection requires use of a banjo bolt adapter, note that these are supplied for use with standard banjo fittings. If the vehicle to be tested uses a non-standard banjo fitting, more than one washer may be needed on either or both sides of the banjo fitting.

3. With gauge connected or teed into system using proper adapters, reactivate fuel pump, start the engine and check for leaks. If no leaks are detected, observe gauge. Pressure should rise to slightly above operating pressure and then stabilize at operating pressure (as per manufacturer’s specifications). See our adapter applications and specifications beginning on the next page.

4. Start engine. If an adjustable fuel pressure regulator is used, pressure should be maintained during running. If a compensating fuel pressure regulator is used, pressure should drop approximately 8-9 PSI, depending on manifold vacuum.

5. If pressures are acceptable, some manufacturers also require a flow test. If so, at this point, open the fuel system into a graduated plastic container and observe flow rate (example: one pint/15 seconds). Close system.

6. Turn key off and observe residual pressure. Some manufacturers prescribe a minimum holding time.

7. In conjunction with an injector pulse tester, turn key on, observe pressure, pulse one injector, observe pressure drop, turn key off, move tester to next injector, turn key on, observe pressure, pulse injector, observe drop, turn key off, continue with remaining injectors. CAUTION: Do not repeat this test more than manufacturer’s recommendations. Flooding of engine may occur.

8. Deactivate fuel pump and relieve fuel system if necessary. With key off, put bleed-off tubing in a fuel can and press bleed-off valve. If your tester has no bleed-off valve assembly, wrap rags around connections and release slowly. A bleed-off assembly can be purchased from your professional tool supplier.

9. Remove tester and reconnect all lines.

10. Start engine and check for leaks.

11. Remove fuel from all hoses. If fuel remains in gauge hose assembly, connect the smallest banjo bolt adapter into the quick coupler over a fuel container. Hold gauge above hose and fuel will flow into the fuel can.
Información de seguridad

Instrucciones de seguridad importantes
Este manual contiene instrucciones importantes de seguridad y operación para el Injection kit de prueba de presión de combustible y el adaptador. Consulte frecuentemente la información que contiene este manual para lograr un funcionamiento seguro.

Lea todas las instrucciones
Lea, entienda y siga todos los mensajes e instrucciones de seguridad de este manual y del equipo de prueba. Los mensajes de seguridad de esta sección del manual contienen una palabra de señal, un mensaje en tres partes y, en algunos casos, un icono. Cuando aparece un icono, éste ofrece una descripción gráfica del riesgo potencial.

Advertencia

NO utilice este kit para probar la presión de línea de motores de inyección directa que se encuentra entre la bomba de alta presión y los inyectores, ya que la alta presión (1500 a 3000 psi) ocasionará una falla en las mangueras y/o el medidor. Utilice una herramienta de diagnóstico apropiada para acceder a la información de presión de combustible de inyección directa utilizando el sistema de diagnósticos a bordo.

Guarde Estas Instrucciones

Revisiones del sistema previas a la evaluación

Las siguientes revisiones básicas deben ser realizadas y cualquier falla deberá ser corregida antes de realizar una prueba del sistema de combustible:

A. Busque líneas de combustible rotas (de metal o de goma).
B. Asegúrese de que el tanque de combustible tenga suficiente combustible (no se confíe en el medidor de combustible).
C. Confirme si existe agua u otros contaminantes en el combustible.
D. Confirme la condición de los fusibles relacionados con el sistema de combustible.
E. Confirme la condición de los sistemas de ventilación del tanque de combustible.
F. Confirme la condición del tapón de llenado del tanque.

Sistema Eléctrico

A. Si el motor no arranca, revise la chispa de ignición utilizando una bujía de prueba. Si no se produce chispa, repare el sistema de ignición. La ignición dispara el inyector en la mayoría de sistemas de inyección de combustible por lo que si no hay chispa en la bujía, el inyector no se disparará.
B. Observe las luces del motor u otros indicadores de falla del computador.
C. Asegúrese de que los cables de ignición no se encuentren averiados, desconectados o hagan corto.
D. Revise si la tapa de distribuidor o el rotor están desconectados o hacen corto.
E. Revise si las conexiones a tierra del componente se encuentran flojas u oxidadas.
F. Asegúrese de que los componentes eléctricos estén bien conectados.

Batería y Sistema de Carga

A. Revise la condición de la batería. Una batería débil no asegurará una apropiada entrega de bomba o activación del inyector. Debe ser mayor a 12 voltios.
B. Chequee la operación básica del sistema de carga.
C. Busque cables de batería sueltos o corroídos.

Miscelánea

A. Chequee las líneas de vacío para buscar líneas sueltas o desconectadas.
B. Busque filtraciones de agua.
C. Busque filtraciones de aceite excesivas.
D. Escuche si hay algún sonido de filtraciones de aire, sonidos inusuales, zumbidos de la bomba de combustible (una bomba ruidosa puede no ser una indicación de una mala condición operativa), repiqueos o golpes del motor.
E. Chequee la regulación y ajuste de la válvula.
Procedimiento para Aliviar la Presión del Sistema de Combustible

1. No fume.
2. Utilice gafas de seguridad.
3. Mantenga un extintor de incendios de químico seco (Clase B) cerca a usted.
4. Libere la tapa de gas con la ignición apagada.
5. Inhabilite la bomba de combustible como se especifica en el manual de servicio del fabricante.
6. Algunos vehículos pueden tener dos bombas de combustible. Asegúrese de que ambos estén inhabilitados.
7. En algunos vehículos, un método satisfactorio para inhabilitar la(s) bomba(s) de combustible es retirar el(los) fusible(s) de la bomba de combustible. Pero en otros vehículos, el retirar el(los) fusible(s) inhabilita los inyectores de combustible o el sistema de ignición, por lo que se debe utilizar otro método de inhabilitación. Consulte el manual de servicio del fabricante.
8. Encienda la llave de ignición y arranque el motor.
9. Haga funcionar el motor hasta que se ahogue.
10. Intente reiniciar el motor por 3 – 5 segundos. Para autos con alivio de presión de interruptor de inercia, active el arrancador 15 segundos para aliviar la presión de combustible.
11. Apague la llave de ignición.

Prueba Típica de Presión de Inyección de Combustible
(Vehículos no Directamente Inyectados)

Este kit está diseñando para evaluar sólo la presión de línea de alimentación de combustible hacia los inyectores en sistemas multipuerto Ó la línea de alimentación de combustible hacia la bomba de alta presión en sistemas inyectados de manera directa (100 psi o menos). Antes de realizar una conexión de prueba, comprenda que la presión normal está en la línea que desea evaluar.

Todas las pruebas de presión deben ser realizadas en inactivo en el lado del sistema con presión alta.

1. Con el motor apagado, ubique el puerto de presión de combustible (Válvula Schrader) y coloque el medidor de presión de combustible. Si no se ha suministrado la Válvula Schrader y el sistema debe ser reabierto, la presión residual deberá ser liberada antes de que las partes sean desajustadas para evitar que la gasolina sea rociada por todos lados, posiblemente causando lesiones en los ojos o un incendio. Consulte el PROCEDIMIENTO PARA ALIVIAR LA PRESIÓN DEL SISTEMA DE COMBUSTIBLE (arriba) y siga las instrucciones. Conecte el probador utilizando el adaptador y punto de acceso correctos. Siempre envuelva una toalla alrededor de los accesorios antes de desajustar.
2. En el caso que la conexión de prueba requiera el uso de un adaptador de perno banjo, tenga en cuenta que estos son suministrados para ser utilizado con accesorios estándar banjo. Si el vehículo a ser evaluado utiliza un accesorio banjo no estándar, puede ser necesario más de una arandela para cualquiera o ambos lados del accesorio banjo.
3. Con el medidor conectado o encajado en el sistema utilizando adaptadores apropiados, reactive la bomba de combustible, encienda el motor y chequee si hay alguna fuga. Si no se detectan fugas, observe el medidor. La presión debe subir ligeramente sobre la presión operativa y luego estabilizarse a presión operativa (según especificaciones del fabricante). Vea las aplicaciones específicas de nuestro adaptador empezando la siguiente página.
4. Encienda el motor. Si se utiliza un regulador de presión de combustible, la presión debe ser mantenida durante el funcionamiento. Si se utiliza un regulador de compensación de presión de combustible, la presión debe caer aproximadamente 8-9 PSI, dependiendo del vaciado del colector.
5. Si las presiones son aceptables, algunos fabricantes pueden también requerir una prueba de flujo. De ser así, a este punto, abra el sistema de combustible en un contenedor de plástico graduado y observe el índice de flujo (ejemplo: una pinta /15 segundos). Cierre el sistema.
6. Apague la llave y observe la presión residual. Algunos fabricantes exigen un tiempo mínimo de contención.
7. En conjunto con un probador de pulso del inyector, encienda la llave, observe la presión, pulso de un inyector, observe la caída de presión, apague la llave, mueva el probador al siguiente inyector, encienda el motor, observe la presión, pulso del inyector, observe la caída, apague la llave, continúe con los inyectores restantes. PRECAUCIÓN: No repita esta prueba más que lo recomendado por el fabricante. Puede ocurrir ahogamiento del motor.
8. Desactive la bomba de combustible y alivie el sistema de combustible de ser necesario. Con la llave apagada, coque tuberías de purga en una lata de combustible y presione la válvula de purga. Si su probador no tiene un montaje de válvula de purga, envuelva trapos alrededor de las conexiones y libere lentamente. Un montaje de válvula de purga puede ser adquirido de su proveedor herramientas profesionales.
9. Retire el probador y reconecte todas las líneas.
10. Encienda el motor y chequee si hay filtraciones.
11. Retire el combustible de todas las mangueras. Si queda combustible en el montaje de manguera del medidor, conecte el adaptador más pequeño de perno banjo en el acoplador rápido sobre un contenedor de combustible. Mantenga el medidor sobre la manguera y el combustible fluirá a la lata de combustible.
Information sur la sécurité

Consignes importantes de sécurité

Ce manuel contient des instructions importantes sur la sécurité et la Injection kit de test de pression de carburant et de l’adaptateur. Consulter fréquemment l’information contenue dans ce manuel pour une utilisation sécuritaire.

Lire toutes les consignes

Lire, comprendre et observer tous les messages et toutes les consignes de sécurité de ce manuel et sur le matériel d’essai. Les messages de sécurité de cette section du manuel contiennent un mot indicateur, un message en trois parties, et dans certains cas, une icône. Une icône, lorsque présente, offre une description graphique des dangers possibles.

Adverdissement

NE PAS utiliser cette trousse d’essai pour tester la pression de ligne de moteur à injection directe entre la pompe à haute pression et les injecteurs, car la haute pression (1500 à 3000 psi) entraînerait une défaillance des tuyaux et/ou de la jauge. Utiliser un outil d’analyse approprié pour accéder aux informations de la pression de carburant à injection directe à l’aide du système de diagnostic embarqué.

Conserver Ces Consignes

Contrôles généraux avant les essais

Effectuer les vérifications de base suivantes et corriger les problèmes constatés avant d’effectuer un test du système de carburant :

A. S’assurer que les conduites de carburant (en métal ou en caoutchouc) ne sont pas brisées ou lâches.
B. S’assurer que le réservoir de carburant a suffisamment de carburant (ne pas se fier à la jauge de carburant).
C. Vérifier qu’il n’y a pas d’eau ou d’autres contaminants dans le carburant.
D. Vérifier l’état des fusibles liés au système de carburant.
E. Vérifier l’état des systèmes de ventilation du réservoir de carburant.
F. Vérifier l’état du bouchon de remplissage du réservoir de carburant.

Système électrique

A. Si le moteur ne démarre pas, vérifier l’étincelle d’allumage à l’aide d’une bougie d’essai. S’il n’y a pas d’étincelle, réparer le système d’allumage. Sur la plupart des systèmes d’injection de carburant, l’allumage déclenche l’injecteur, de sorte que s’il n’y a pas d’allumage des bougies, l’injecteur ne démarre pas.
B. Observer les voyants de moteur ou autres indicateurs de failles informatiques.
C. S’assurer que les fils d’allumage ne sont pas cassés, déconnectés ou recourbés.
D. S’assurer que les têtes de distributeur et les rotors ne sont pas déconnectés ou recourbés.
E. Vérifier que les mises à terre des composants ne sont pas lâches ou corrodées.
F. S’assurer que les composants électriques ne sont pas débranchés.

Batterie et système de charge

A. Vérifier l’état de la batterie. Une batterie faible ne peut pas fournir l’énergie nécessaire à la pompe ou au déclenchement de l’injecteur. Elle devrait valoir au-delà de 12 volts.
B. Vérifier le fonctionnement de base du système de charge.
C. S’assurer que les câbles de la batterie ne sont pas desserrés ou corrodés.

Miscéola Divers nea

A. Vérifier que la tuyauterie sous dépression ne possède pas de lignes lâches ou débranchées.
B. S’assurer qu’il n’y a pas de fuites d’eau.
C. S’assurer qu’il n’y a pas de fuites d’huile excessive.
D. Écouter pour détecter les fuites d’air, des bruits inhabituels, Un bourdonnement de la pompe à carburant (une pompe bruyante n’est pas forcément une indication d’un mauvais état de fonctionnement), des hochets ou des chocs du moteur.
E. Vérifier le calage et le réglage de distribution.
Procédure pour diminuer la pression du système de carburant

1. Ne pas fumer.
2. Porter des lunettes de sécurité.
3. Disposer d’un extincteur à poudre chimique (classe B) à portée de la main.
4. Retirer le bouchon de carburant lorsque le moteur est désactivé.
5. Désactiver la pompe à carburant comme spécifié par le manuel d’entretien du fabricant.
6. Certains véhicules possèdent deux pompes à carburant. S’assurer que les deux sont désactivées.
7. Sur certains véhicules, une méthode satisfaisante pour désactiver la pompe à carburant consiste à retirer le fusible de la pompe à carburant. Mais sur d’autres véhicules, retirer le fusible désactive les injecteurs de carburant ou le système d’allumage, une autre méthode de désactivation doit alors être utilisée. Consulter le manuel d’entretien du fabricant.
8. Tourner la clé de contact et démarrer le moteur.
9. Faire tourner le moteur jusqu’à ce qu’il cale.
10. Essayez toujours de redémarrer le moteur pendant 3 à 5 secondes. Pour les voitures avec relâchement de pression à interrupteur à inertie, activez le démarreur pendant 15 secondes pour soulager la pression du carburant.
11. Tournez la clé de contact.

Essai typique de pression d’injection de carburant (Véhicules à injection non directe)

Cette trousse est conçue pour tester uniquement la pression d’alimentation de la conduite de carburant vers les injecteurs dans les systèmes multi-ports ou la ligne d’alimentation en carburant à la pompe haute pression dans les systèmes à injection directe (100 psi ou moins). Avant d’effectuer un test de connexion, il est important de comprendre ce que la pression typique est dans la ligne à tester.

Tous les essais de pression doivent être effectués au ralenti, sur le côté haute pression du système.

1. Lorsque le moteur est arrêté, localiser le port de pression d’essence (vanne Schrader) et fixer la jauge de pression de carburant. En l’absence d’une vanne Schrader et si le système doit être ouvert, la pression résiduelle doit être libérée avant que les raccords ne soient desserrés pour empêcher l’essence d’être pulvérisée, ce qui pourrait causer des blessures aux yeux ou un incendie. Consultez PROCÉDURE POUR DIMINUER LA PRESSION DU SYSTÈME DE CARBURANT (ci-dessus) et suivre les instructions. Connecter le testeur en utilisant le bon adaptateur et point d’accès. Toujours utiliser un chiffon enroulé pour desserrer.
2. Si le test de connexion nécessite l’utilisation d’un adaptateur de boulon creux à filet femelle, ceux-ci sont fournis pour une utilisation avec les boulons creux à filet femelle standard. Si le véhicule à tester utilise un raccord à boulon creux à filet femelle non standard, plus d’une rondelle peut être nécessaire sur un ou les deux côtés du raccord à boulon creux à filet femelle.
3. Une fois la jauge connectée ou installée dans le système en utilisant des adaptateurs appropriés, réactiver la pompe à carburant, démarrer le moteur et vérifier l’étanchéité. Si aucune fuite n’est détectée, observer la jauge. La pression devrait augmenter légèrement au-dessus de la pression de fonctionnement, puis se stabiliser à l’pression de fonctionnement (selon les spécifications du fabricant). Voir nos applications et spécifications d’adaptateur à la page suivante.
4. Démarrer le moteur. Si un régulateur réglable de pression de carburant est utilisé, la pression doit être maintenue pendant le fonctionnement. Si un régulateur de pression de carburant de compensation est utilisé, la pression doit tomber à environ 9,8 psi, en fonction de la dépression dans la tubulure.
5. Si les pressions sont acceptables, certains fabricants exigent également un test d’écoulement. Si c’est le cas, à ce stade, ouvrir le système de carburant dans un récipient en plastique gradué et observer le débit (par exemple : une pinte toutes les 15 secondes). Fermer le système.
6. Éteindre et observer la pression résiduelle. Certains fabricants prévoient un temps de maintien minimal.
7. En utilisant un testeur d’impulsion d’injecteur, tourner la clé, observer la pression, effectuer une impulsion sur un injecteur, observer la chute de pression, arrêter, déplacer le testeur à l’injecteur suivant, tourner la clé, observer la pression, effectuer une impulsion sur l’injecteur, observer la chute, arrêter, continuer avec le reste des injecteurs. ATTENTION : Ne pas répéter ce test plus que les recommandations du fabricant. Cela pourrait noyer le moteur.
8. Désactiver la pompe à carburant et soulager le système de carburant si nécessaire. Lorsqu’il est désactivé, mettre le tube de purge dans un bidon d’essence et appuyer sur la soupape de décharge. Si le testeur n’a pas de vanne de purge, enrouler des chiffons autour des raccords et relâcher lentement. Un dispositif de purge peut être acheté auprès de votre fournisseur d’outils professionnels.
9. Retirer le testeur et raccorder toutes les lignes.
10. Démarrer le moteur et vérifier l’étanchéité.
11. Retirer le carburant de tous les tuyaux.S’il reste du carburant dans le tuyau de la jauge, connecter le plus petit adaptateur de boulon creux au raccord rapide sur un réservoir de carburant. Maintenir la jauge au-dessus du tuyau et le carburant s’écoulera dans le bidon d’essence.
## Applications Chart

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| GEO      | Metro     | 89-97 | all  | I-4  | 71317      |
| GEO      | Prizm     | 97    | all  | I-4  | 74484      |
| GEO      | Prizm     | 89-96 | all  | I-4  | 74432      |
| GEO      | Spectrum  | 89    | 1.5  | I-4  | 74432      |
| GEO      | Storm     | 90-93 | all  | I-4  | 71308, 71330|
| GEO      | Tracker   | 94-97 | 1.6  | I-4  | 74471      |
| GEO      | Tracker, TBI | 89-95| 1.6  | I-4  | 74431      |

**GMC**

| GMC     | all, except TBI | 85-09 | all  | all  | 71318, 74852|
| GMC     | Canyon       | 07-13 | all  | I-4  | 74485      |
| GMC     | Canyon       | 07-13 | all  | I-5  | 74485      |
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| Jaguar  | S-Type     | 00-05 | all  | V-6  | 71319, 74853 |                   |
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| Jaguar  | S-Type     | 06-09 | all  | V-6  | 71313        |                   |
| Jaguar  | S-Type     | 06-09 | all  | V-8  | 71313        |                   |
| Jaguar  | Vanden Plas| 82-87 | 4.2  | I-6  | 71317        |                   |
| Jaguar  | Vanden Plas| 88-97 | all  | I-6  | 71305, 71329 |                   |
| Jaguar  | Vanden Plas| 88-97 | all  | V-12 | 71305, 71329 |                   |
| Jaguar  | Vanden Plas| 98-04 | all  | V-8  | 71319, 74853 |                   |
| Jaguar  | XF         | 09-10 | 4.2  | V-8  | 71313        |                   |
| Jaguar  | XF         | 09    | 4.2 SC| V-8  | 71313        |                   |
| Jaguar  | XJ12       | 75-96 | all  | V-12 | 71317        |                   |
| Jaguar  | XJ6        | 78-87 | all  | I-6  | 71317        |                   |
| Jaguar  | XJ6        | 88-96 | all  | I-6  | 71305, 71329 |                   |
| Jaguar  | XJ8        | 98-05 | all  | V-8  | 71319, 74853 |                   |
| Jaguar  | XJ8        | 06-09 | all  | V-8  | 71313        |                   |
| Jaguar  | XJR        | 95-05 | all  | V-8  | 71319, 74853 |                   |
| Jaguar  | XJR        | 06-09 | all  | V-8  | 71313        |                   |
| Jaguar  | XJR-S      | 93    | 6.0  | V-12 | 71317        |                   |
| Jaguar  | XJS        | 76-95 | all  | V-12 | 71317        |                   |
| Jaguar  | XJS        | 92-96 | 4.0  | I-6  | 71305, 71329 |                   |
| Jaguar  | XK         | 07-09 | 4.2  | V-8  | 71318, 74852 |                   |
| Jaguar  | XK8        | 97-05 | all  | V-8  | 71319, 74853 |                   |
| Jaguar  | XKR        | 00-09 | all  | V-8  | 71319, 74853 |                   |
| Jaguar  | X-Type     | 02-05 | all  | V-6  | 71319, 74853 |                   |
| Jaguar  | X-Type     | 06-09 | all  | V-6  | 71319, 74853 |                   |

## JEEP

| Jeep    | all, except TBI | 06-10 | all  | all  | 74484        |                   |
| Jeep    | Cherokee       | 86-90 | 2.5  | I-4  | 71317        |                   |
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