



CLEANING TOOL

With any Induction cleaning 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. **Engine MUST BE RUNNING** while cleaning with FSC-200 chemicals.
- b. If the vehicle has an automatic transmission, put into NEUTRAL.
- c. Turn off Air Conditioning.
- d. Make sure engine is at normal operating temperature.
- e. Do not spill cleaning chemical onto paint work.
- f. **Make sure the S Tool fittings and Jet Nozzle is secure in its holder prior to each application before placing S Tooling in the induction hosing.**
- g. Make sure top Cap on Canister is loosened when finished cleaning.

DIESEL INDUCTION SYSTEM CLEANING

Please Note:

2 x 450ml Bottles of 420DSC Diesel Induction Cleaner are used to complete service.

1. **Spray Nozzle MUST be inserted into air inlet hose between the Intercooler and the Inlet Manifold. On some vehicles the Intercooler will have to be removed to gain access. Spray Nozzle is located after the Intercooler to avoid engine revving out of control due to any oil pooling from the Intercooler.**
2. Make sure the valves are closed on FSC-200 tool.
3. Empty contents of **FIRST** 420DSC Cleaner into FSC-200 Canister.
4. Hang FSC-200 tool securely onto the bonnet for cleaning.
5. Start the engine and set rpm at 1400.
6. Connect airline hose to FSC-200 tool.
7. Open **Flow Control Valve** at Y connector and adjust pressure to **30 psi or 0.20 mpa** by pulling Pressure regulator knob out for adjustment.
8. Open the **BLUE KNOB** valve below FSC-200 canister.
9. Close **Flow Control Valve** slightly to obtain correct chemical flow as seen in clear tubing. A good starting point is with **Flow Control Valve HALF closed. It should take approximately 15 to 20 minutes for cleaning with each chemical & water.**

10. When chemical flow stops as seen in the tubing, close the valve at the bottom of canister and remove the airline to depressurise FSC-200 canister.
11. Keep the vehicle running at 1400 rpm.
12. Empty contents of **SECOND** 420DSC Cleaner into FSC-200 canister.
13. Connect airline back to FSC-200.
14. **Flow Control Valve** should be set for cleaning.
15. Open the **BLUE KNOB** valve below FSC-200 canister and check chemical flow in tubing.
16. When chemical flow stops as seen in the tubing, close the valve at bottom of canister and remove the airline to depressurise FSC-200 canister.
17. Keep the vehicle running at 1400 rpm.
18. This next part is your secret to the cleaning process. Make sure that the engine is running all the time that the water is being sprayed into the induction system.
19. Pour 300 to 400 mls of tap water into FSC-200 canister.
20. Connect airline to FSC-200 and open the **BLUE KNOB** valve below canister to start the flushing process with the water. **Check the water flow in the clear tubing. It may be necessary to readjust Flow Control Valve for water cleaning. Engine must run smoothly during this cleaning cycle. Never leave vehicle during this procedure.**
21. When water flow stops as seen in the tubing, close the valve at bottom of canister and remove the airline to depressurise FSC-200 canister.
22. Remove Spray S Tool from air inlet hose.
23. Give the vehicle a hard run to clear the exhaust system. It would be ideal to do a regen on the particulate filter to complete the cleaning procedure.

PETROL THROTTLE BODY INDUCTION CLEANING

1. Insert Spray Nozzle into air inlet hose down stream of any air metering devices.
2. Make sure ALL the valves are closed on FSC-200 tool.
3. Fill FSC-200 canister with 250 mls of Throttle Body Cleaner (Part No 413TB).
4. Hang FSC-200 tool securely onto the bonnet for cleaning.
5. Connect airline hose to FSC-200 tool.
6. Open **Flow Control Valve** at Y connector and adjust pressure to **30 psi or 0.20 mpa** by pulling Pressure regulator knob out for adjustment.
7. Open the **BLUE KNOB** valve below FSC-200 canister.
8. Close **Flow Control Valve** slightly to obtain correct chemical flow as seen in clear tubing. A good starting point is with **Flow Control Valve HALF closed. It should take approximately 15 to 20 minutes for cleaning with the chemical.**
9. When chemical flow stops as seen in the tubing, close the valve at the bottom of canister and remove the airline to depressurise FSC-200 canister.
10. Remove Spray Nozzle from air inlet hose.
11. **Spray throttle body spindle with spray lube to prevent throttle sticking after clean.**
12. **Flush water through the FSC-200 unit when finished to prevent chemical damage to hoses and seals in the QR Coupling and Tooling.**

FSC-200 Tool maintenance to check flow through the S Tool Nozzle & QR Nipple.

Clear the blockage as follows.

1. S Tool Nozzle can be tested for blockage by putting some water in the canister and pressurising. With FSC-200 at 30 psi and the Flow Control Valve on the Y piece Closed, open the Valve below canister and there should be three jets of water coming from the S-Tool Nozzle which shows there is no blockages.
2. If there's a blockage in the Nozzle, remove from S Tool holder and remove retainer screw and plate clear the three 0.8mm holes in the Nozzle.
3. Remove QR Nipple from QR Coupling and make sure 0.8mm hole in QR Nipple isn't blocked.