
FST/FST-HF

HP-G2500 | HP-G250

Fuel System Testing & Analysis



OVERVIEW

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Fuel System Testing & Analysis

NOT EVERY INJECTION FAULT
IS AN INJECTOR.

Most injector complaints are supply faults: a restricted filter, a tired lift pump, a collapsed return line, a rail that never reaches commanded pressure. These three tools confirm the condition of the fuel circuit on the vehicle before parts are removed and bench time is spent.

On-vehicle pressure, flow and vacuum diagnosis from lift pump to common rail.

FST / FST-HF

Low-Pressure Circuit & Engine Breathing

A single hood-mounted unit reading fuel pressure, fuel flow, manifold vacuum and exhaust back-pressure together, so supply, induction and exhaust restriction are assessed in one connection.

HP-G2500

Common-Rail Gauge, up to 2,500 bar

Reads true rail pressure independently of the vehicle's own rail pressure sensor. The check that separates a failing sensor or ECU signal from a genuine high-pressure fault.

HP-G250

High-Pressure Gauge, up to 250 bar

The gasoline GDi and Conventional Diesel counterpart, covering the pressure band where port-injection and direct-injection supply faults occur.



BEYOND SCAN TOOL READINGS

Real measurements reveal the true fault.

FST / FST-HF

- **Fuel pressure and flow:** identifies incorrect supply pressure, low system flow, a plugged filter or inlet strainer, a faulty lift pump or check valve, and restrictions in supply and return lines
- **Leaking injectors** detected through abnormal pressure decay
- **Manifold vacuum:** fluctuation indicating induction and mechanical engine faults
- **Exhaust back-pressure:** DPF and catalytic converter restriction measured on the vehicle
- **Turbo-boost pressure** operation verified
- **FST-HF high-flow version:** for racing and performance fuel systems with elevated delivery rates
- **Analog gauges and flow tube:** direct reading, no calibration drift, no batteries; spill-free quick connectors and an engine-hood hook
- **Adaptable to all makes, models and types:** diesel and gasoline

HP-G2500

- **Up to 2,500 bar:** covers current and next-generation common-rail injection systems
- **Static and dynamic testing:** pump delivery on cranking and system pressure with the engine running
- **Confirms high-pressure pump output,** pressure control valve and regulator operation, and rail pressure sensor accuracy
- **Adaptable to all CRDi systems:** Bosch, Delphi, Denso, Schaeffler / Continental, and others
- **Compact and portable:** high-pressure hose set, no power supply required

HP-G250

- **Up to 250 bar:** conventional Diesel systems and gasoline GDi fuel systems
- **Static and dynamic testing:** cranking and running pressure
- **Verifies GDi high-pressure pump delivery** and fuel supply integrity ahead of the injectors
- Adaptable to all DI and GDi systems
- **Compact and portable:** hose set included, no power supply required



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