

**GS4**

**INJECTION SOLUTIONS**

## **Gasoline Injection Systems**

The only professional solutions for OE's,  
Remanufacturers and workshops to test  
& service Gasoline Injection Systems

## 6 Fuel Injection Solutions

The efficient, cost-effective and proven workshop solution to bench test and service every gasoline fuel injector.

### GS4

#### Systems Tested

Solenoid Direct Injectors  
(G-Di, FSI...)

Multi-Port Fuel Injectors  
(MPFi / SPFi)

Racing Application  
Injectors\*

Central-Port Fuel  
Injectors (CSFI / CPFI)

Throttle Body Injectors  
(TBI / CFI)

Continuous Injection  
Injectors (K-Jetronic),

Marines Application  
Injectors (E-TEC / FICHT)

Motorcycle Application  
Injectors (Racing\*)

LPG & Alternative  
fuels Injectors





## GS4

Bench for Testing & Ultrasonic  
Cleaning up to 4 Fuel Injectors  
Fully Automatic Function  
Electronic Pressure Control 0-10Bar  
Racing Injectors Capable\*

Dynamic & Static iVM  
Auto-iRF function  
Injector Leak Test function  
User-Friendly Design  
Language Localization



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## Features

### iVM: Injection Volume Metering

Precise graduated led illuminated tubes are used for efficient diagnosis of uneven flow rates and weak or defective nozzle springs. Automatic drainage after each test. resolution 1ml, accuracy  $\pm 1\text{ml}/130\text{ml}$

### iSPC

Illuminated Spray Pattern Chamber used for visual diagnosis of correct injection

### Ultrasonic Cleaning

Baths Available at sizes up to 120L\* featuring:

42KHz frequency  
Sweep technology\*  
Degas function\*,  
Controlled Heater and more...

### iRF

Injector Reverse Flush Device used to remove all dirt remained inside injector body after cleaning with the use of Ultrasonics

### eRSO

Electrical Resistance, Short Circuit & Open Circuit Test

### 0-10 Bar

Testing Capability of All Types of Injectors up to 10Bars Maximum.

GD Units are available for High Pressure Direct Injectors up to **850Bars**

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## Service & Repair

Increased exhaust emissions  
Reduced engine performance (Power, Torque)  
Increased fuel consumption  
Poor drive-ability situations  
Direct injection systems failure  
(Leaks, Pressure drop)  
Rough idle and periodic stall of the engine  
Conditions that lead to long-term catalytic converter damage  
Extended engine start-up  
MIL - check engine light-up



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