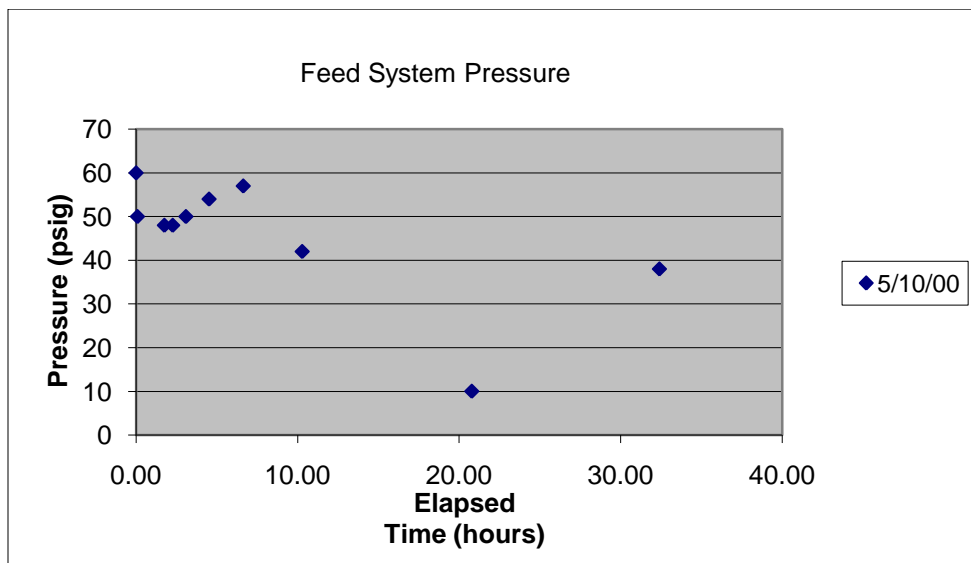
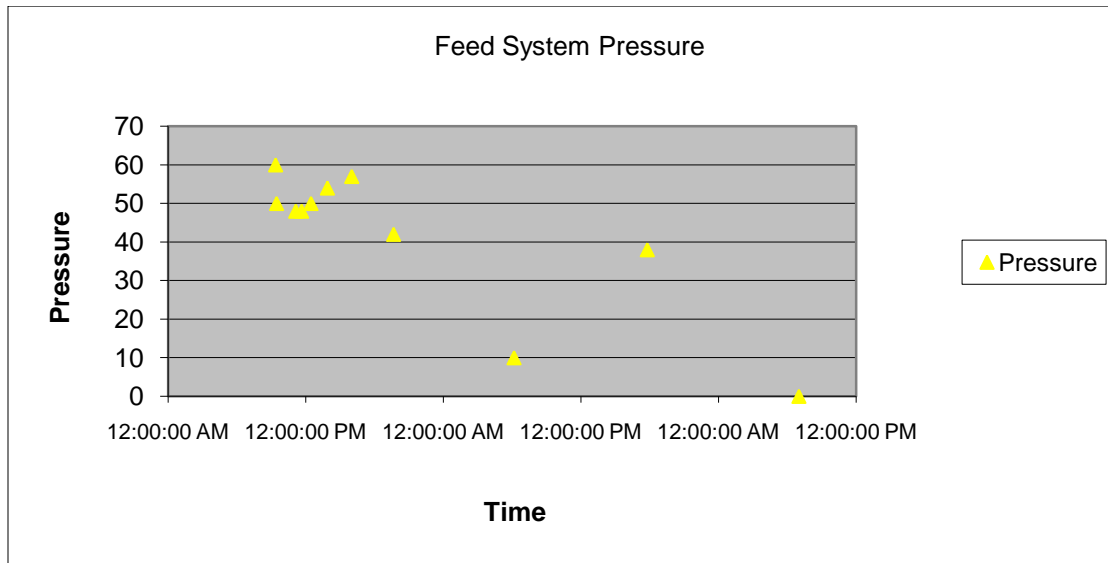


## Fuel System Pressure Tests

### Feed System

This test was on the feed system only. The gauge was connected directly to the fuel filter. Momentary ignition on pressurized it to 60+ psig. The interesting thing here is that the pressure recovers after decaying! This must be due to thermal expansion of the fuel in the feed line from the pump check valve to the gauge.



### Both Rails Pressurized

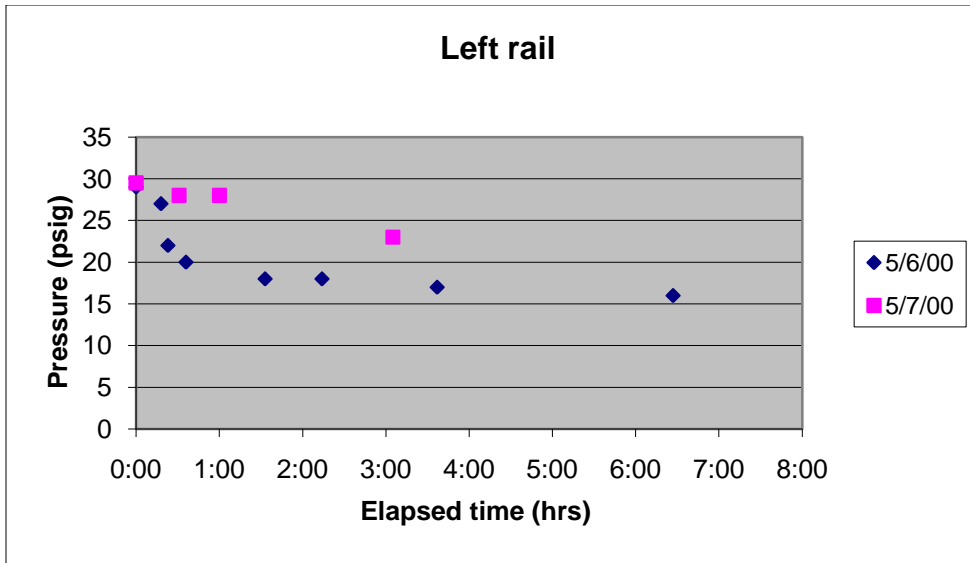
Both rail pressurized, gauge on left. These results were taken at various times over a year or so. Originally, there was no service port so I had to break into the system at the cold start injector feeds to

attach the pressure gauge. During the ones done in April 2000 I discovered leaks in the injector hose joints. I was able to get an easy turn or two on nearly all hose clamps Apparently, the hoses had compressed and "set" after the original tightening when I rebuilt the entire injection system in the summer of 99. Still, the last test shown here, 18 April 00, was so discouraging I decided to investigate the system piece by piece, as shown in the other sheets here. Before proceeding, I installed a Schrader service port (5/16 AC service port, rated for R134A which I hope will stand up to gasoline... Neoprene seals) on each rail so I could attach the gauge without breaking into the system.

| Time Hours | Pressure Jun-99 | Time Hours | Pressure Apr-00 | Time Hours | Pressure 16-Apr | Time Hours | Pressure 17-Apr | Time Hours | Pressure 18-Apr |
|------------|-----------------|------------|-----------------|------------|-----------------|------------|-----------------|------------|-----------------|
| 0.00       | 26              | 0          | 28              | 0          | 29              | 0          | 28              | 0          | 29              |
| 0.02       | 25              | 0.1        | 26              | 0.6        | 20              | 1.88       | 9               | 1          | 0               |
| 0.13       | 23              | 0.28       | 26              | 1          | 8               | 2.43       | 6               |            |                 |
| 0.17       | 23              | 1.13       | 24              | 4          | 0               |            |                 |            |                 |
| 0.35       | 22              | 2.07       | 22              |            |                 |            |                 |            |                 |
| 0.58       | 20              | 3.12       | 20.5            |            |                 |            |                 |            |                 |
| 1.07       | 18              | 7.4        | 12              |            |                 |            |                 |            |                 |
| 2.87       | 8               | 18         | 5               |            |                 |            |                 |            |                 |

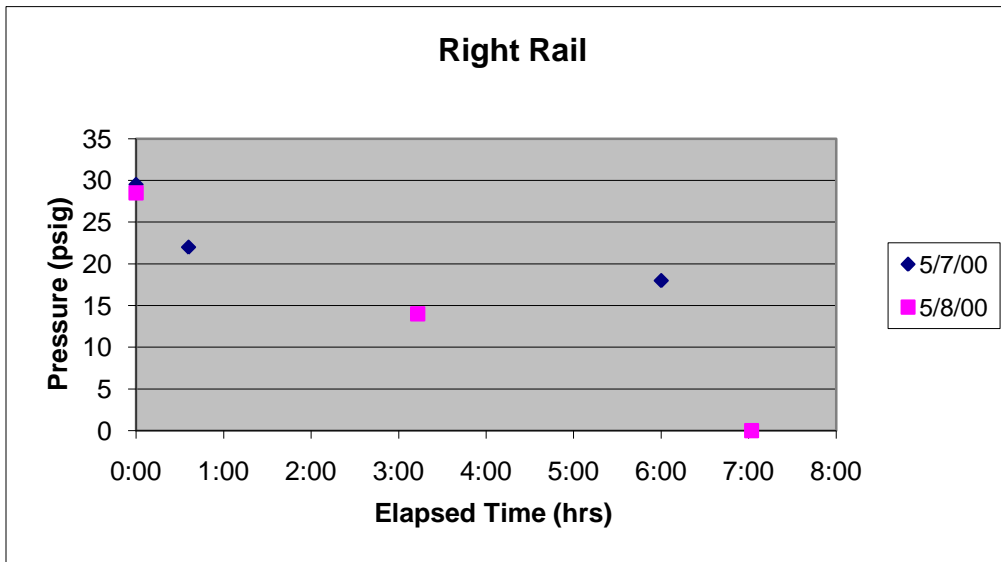
### Left Rail

| Time     | Elapsed | Pressure | Time     | Elapsed | Pressure |
|----------|---------|----------|----------|---------|----------|
| 5/6/2000 |         |          | 5/7/2000 |         |          |
| 3:39 PM  | 0       | 29       | 7:05 AM  | 0       | 29.5     |
| 3:57 PM  | 0:18    | 27       | 7:36 AM  | 0:31    | 28       |
| 4:02 PM  | 0:23    | 22       | 8:05 AM  | 1:00    | 28       |
|          |         |          | 10:10 AM | 3:05    | 23       |
| 4:15 PM  | 0:36    | 20       |          |         |          |
| 5:12 PM  | 1:33    | 18       |          |         |          |
| 5:53 PM  | 2:14    | 18       |          |         |          |
| 7:16 PM  | 3:37    | 17       |          |         |          |
| 10:06 PM | 6:27    | 16       |          |         |          |
| 6:45 AM  | 15:06   | 11       |          |         |          |



### Right Rail

| Time     | Elapsed | Pressure | Time        | Elapsed | Pressure |
|----------|---------|----------|-------------|---------|----------|
| 5/7/00   |         |          | 5/8/00      |         |          |
| 10:19 AM | 0:00    | 29.5     | 4:57:00 PM  | 0:00    | 28.5     |
| 10:55 AM | 0:36    | 22       | 8:10:00 PM  | 3:13    | 14       |
| 4:55 PM  | 6:00    | 18       | 11:59:00 PM | 7:02    | 0        |



## Right Regulator

In these tests the feed was connected directly to the right regulator. Momentary ignition on pressurized it to the set pressure.

| Time          | Elapsed | Pressure |
|---------------|---------|----------|
| <b>5/9/00</b> |         |          |
| 8:15 AM       | 0:00    | 29       |
| 6:15 PM       | 10:00   | 27       |
| 8:53 PM       | 12:38   | 22       |
| 11:59 PM      |         |          |
| PM            | 15:44   | 0        |

| (             | Elapsed | Pressure |
|---------------|---------|----------|
| <b>5/8/00</b> |         |          |
| 1:58 PM       | 0:00    | 29       |
| 2:10 PM       | 0:12    | 27.5     |
| 2:34 PM       | 0:36    | 28       |
| 3:18 PM       | 1:20    | 28       |
| 4:10 PM       | 2:12    | 28       |
| 7:27 PM       | 5:29    | 22       |
| 8:07 PM       | 6:09    | 18       |
| 9:24 PM       | 7:26    | 16       |

