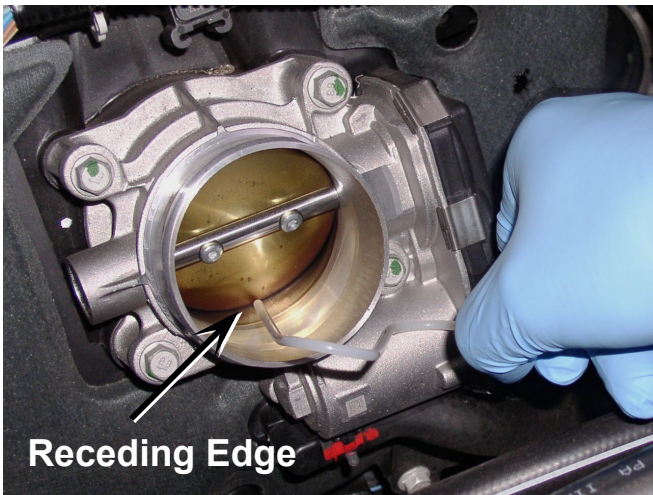


Tips for Using Your GDI Tool Effectively

Run-Rite's new GDI tool is taking the industry by storm, providing an easy, inexpensive, and effective way to service fuel injection — including today's Gasoline Direct Injection (GDI) systems.

But there are a few tips you should be aware of to make those service procedures even easier and more effective:



1. Always aim the nozzle toward the receding edge of the throttle plate.

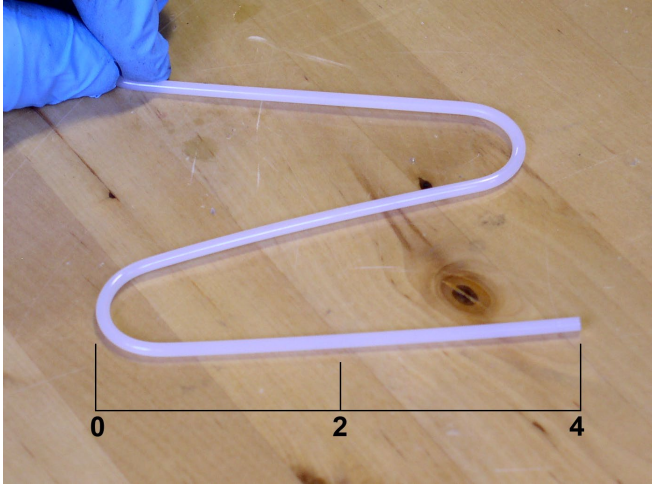
When using the GDI tool to apply a cleaning mist to the throttle body, always make sure you have the nozzle facing the receding edge of the throttle plate — the edge that moves in toward the intake side of the throttle body.

Never aim it toward the approaching edge. That can interfere with the spray and the nozzle could wedge the throttle plate open.

And, of course, never aim the spray directly at any electronic components, such as the drive-by-wire actuator or idle air motor. Spraying directly on these components can damage them.

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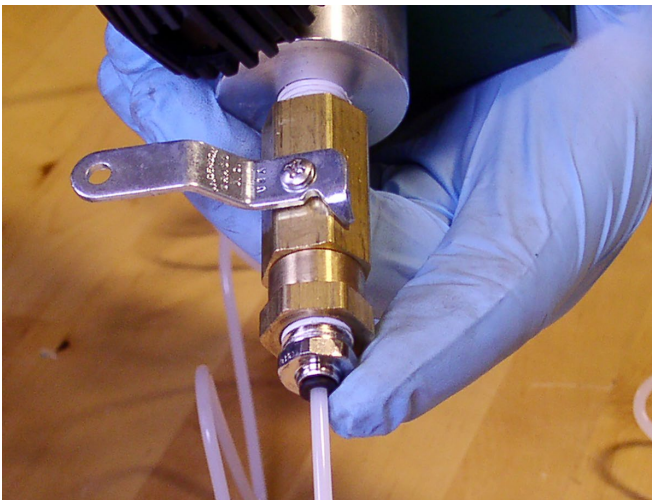
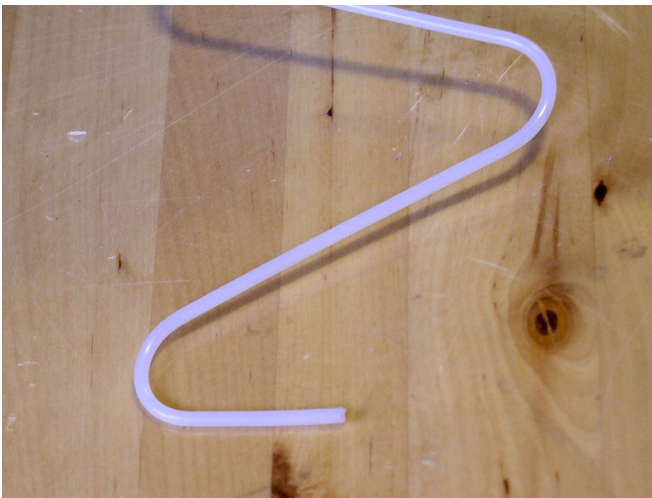
Tips for Using Your GDI Tool Effectively (continued)



2. You may need to trim the end of the nozzle.

On some vehicles, the throttle body isn't very deep. In that case the original nozzle may contact the throttle plate and won't sit properly in the throttle body.

To avoid that, you can trim the nozzle from 4" to just 2". Trimming the nozzle won't affect the spray pattern, and you can use the shorter nozzle with all vehicles.



Or, if you'd be more comfortable, order a second apply hose from Run-Rite; P/N 1977TURBOTUBE. Now you can switch between the trimmed hose and the original one as needed.

To switch the hose, simply press the retaining ring; that releases the hose retainer. As you hold the retaining ring down, pull the hose out of the fitting.

To install, simply slip the hose back into the retaining ring on the fitting. Apply enough pressure to feel it "snap" into place. That's all there is to it; your GDI tool is ready for use.

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Tips for Using Your GDI Tool Effectively (continued)



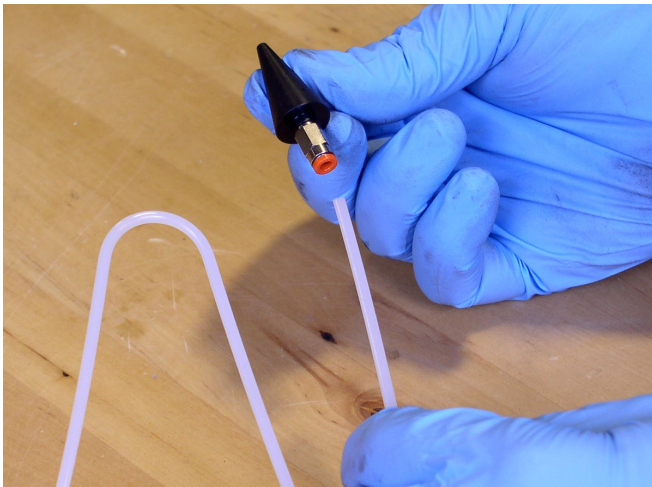
3. You can still use a vacuum source.

On some engines, slipping the nozzle into the air inlet is extremely difficult, if not impossible. In that case, if you can find a good vacuum source near the throttle plate, you can use the GDI tool with the tapered fitting to clean the intake through the vacuum line.

Choose an appropriate vacuum source: It has to be manifold vacuum and it must originate near the throttle plate.

CAUTION

Never use the MAP sensor hose. Never use the brake booster hose on a V-6 Honda (TSB #003B) Use the brake booster vacuum source only if it will provide even distribution to the entire intake manifold.



Connect the tapered to the GDI hose nozzle by slipping it onto the end of the nozzle. Apply pressure until you feel it “snap” into place.

Then attach the tapered fitting to the vacuum hose, the same way you did with the earlier Run-Rite fuel system cleaning tool.

Continue to perform the rest of the procedure exactly as shown on the GDI Job Aid.