

## DPF Gun Instructions

1. Unpack the Gun and attach a BSP airline adaptor to the screw thread at the back of the Gun body. A male or female adaptor can be fitted once the thread is removed.



2. Unscrew the trigger section from the fluid container. When using Launch DPF Gun Fluid, mix the fluid with water at 1 part DPF Fluid to 2 parts water for normal application, or 1 part DPF Fluid to 1 part water for heavily contaminated DPF's.
  - For small to medium DPF's 500 ml should be mixed and applied.
  - For medium to large DPF's 800ml should be used.

As this fluid is taken through the system it will begin to breakdown and clear the DPF. After regeneration, if the DPF is not completely clear and clean, a second application can be applied and the procedure repeated.



3. The tube supplied with the Gun is a multi-application type and can be used down an air pressure tube or directly into the DPF unit. Attach the larger brass end to the Trigger Unit. At the other end of the tube a smaller brass fitting is designed as a multi-jet and is used when removing a sensor and directly spraying into a DPF unit. If an air pressure tube is used, then the brass multi-jet fitting is cut off and kept in the box. This can be re-fitted into the tube if necessary for a direct application.



4. Connect a compressed air line to the DPF Gun.

## **Application**

1. Remove the front air pressure tube, or a sensor at the front of the DPF unit. The product is designed to work with the engine idling.
2. Start the car and whilst idling, pull the trigger for 5 seconds. Pause for 5 seconds and then repeat this process until the Gun is empty.
3. Remove the tube and replace the removed sensor.
4. If clearing a blocked DPF, a diagnostic unit can be used to put the vehicle into a forced regeneration and once completed all contaminants should have been removed.
5. In very severe cases, this process can be repeated.

## **Hints and Tips**

DPF units are either made of Cordierite or Silicon Carbide. A Cordierite DPF is usually inexpensive to produce in comparison to a Silicon Carbide version, but can bend inside at around 1200 degrees C, whereas a Silicon Carbide DPF can withstand up to 3000 degrees C. This Gun will clean approximately 4 out of 5 DPF units that are contaminated, with around 1 in 5 that has reached the end of its life.

It is far better to treat the DPF on a regular basis (when servicing) with a 1 to 2 fluid mixture as this will usually extend the life of the DPF unit. Removing contamination will on occasions, expose a damaged DPF unit, which has been full and tried to regenerate many times. Replacing the DPF unit is the only option in these cases.

Cleaning the DPF will often deal with the problem, but the cause of the problem should be diagnosed.

## **Common DPF Unit Failures/Causes**

1. Wrong type of oil used in the vehicle
2. An air leak in a pipe or manifold (Smoke Wizard available from Launch for diagnosis)
3. Incorrect driving style for the vehicle
4. Injectors over fuelling that are worn or contaminated
5. Exhaust / DPF Sensor fault
6. DPF has reached the end of its working life