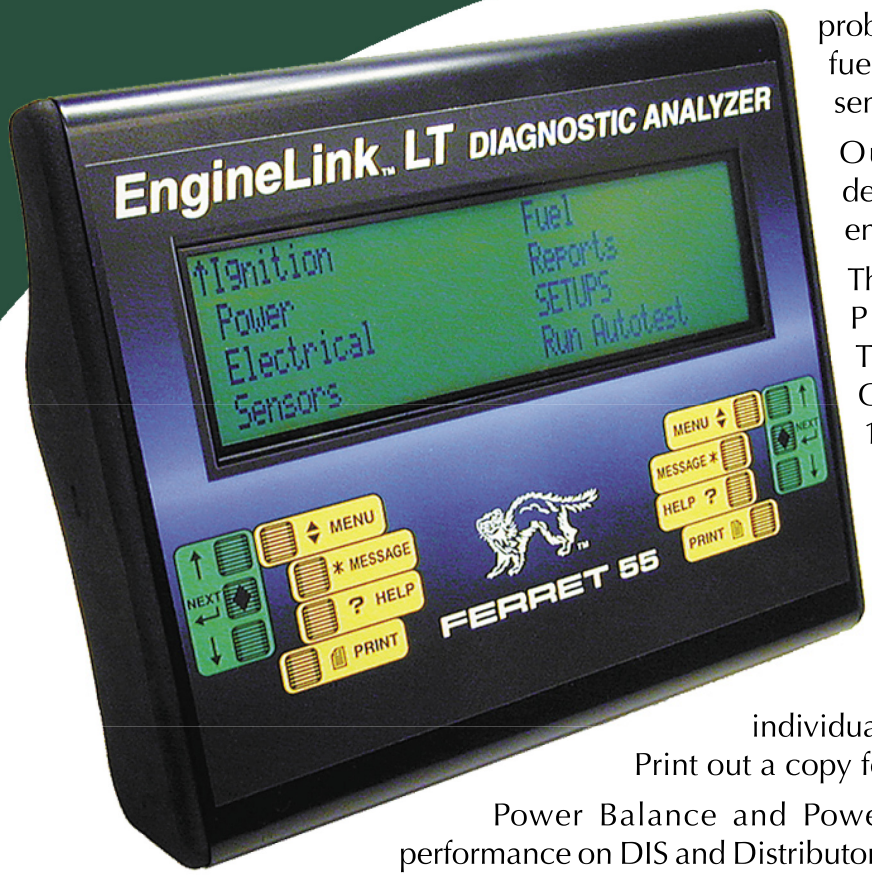
Quick Engine Analysis!

Ferret 55/55P Diagnostic Analyzer



Test DIS and Distributor engines. Diagnose problems with ignition, starting/charging and fuel-delivery systems, as well as computer sensors and drivers.

Our AutoSort feature automatically determines coil and plug polarity on DIS engines.

The Autotest function performs Ignition Primary, Ignition Secondary, Power Tests, Starting/Charging History, and Compression Tests automatically in about 10 minutes.

Powerful diagnostic routines to help you find the problem area fast. Specific diagnostic messages like "Wide gap at spark plug #3" take you right to the problem.

Print the results of an autotest, or any individual test by simply pressing the print button. Print out a copy for you and your customer.

Power Balance and Power Contribution checks cylinder performance on DIS and Distributor engines. Primary Amps checks coils and modules. Spark Burn and KV tests check ignition plugs and wires. Cranking Analysis checks cylinder compression uniformity and Starting/Charging Analysis tests system performance.

Forget to connect a needed test lead? Unsure about a test procedure? Press the HELP key for context-sensitive assistance.

Bargraphs, text, and measurements are displayed on a 4 line by 40 character backlit LCD.

55P includes built in printer

GXT

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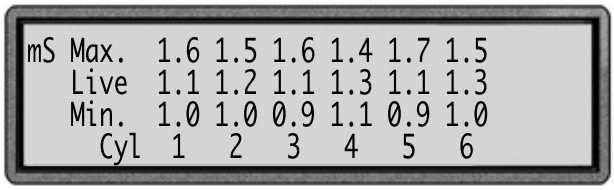
Features & Benefits

IGNITION TESTS

Primary, Secondary, and Hard Start tests support a complete check of the Ignition System with the engine running or cranking.

Ignition Primary on a DIS car allows accurate diagnosis of each individual coil and module.

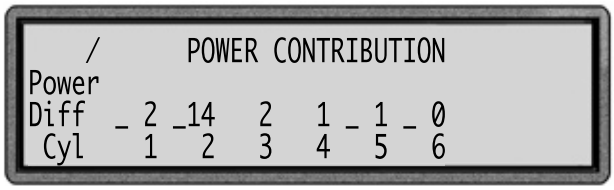
Ignition Secondary displays Burn Time and Peak Kilovolts for each cylinder. The analyzer is fast enough to monitor every cylinder firing and capture min and max data.



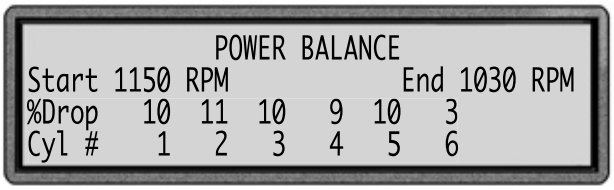
POWER TESTS

Power Balance, Power Contribution, and Electronic Compression tests thoroughly evaluate cylinder power on DIS or Distributor ignitions.

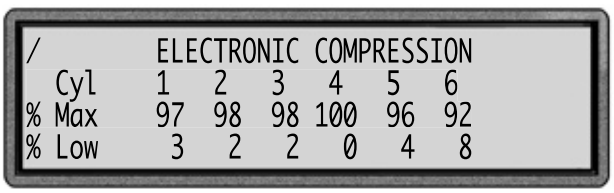
Power contribution measures very small changes in RPM and Timing to determine the power balance of DIS or distributor engines.



Power Balance kills each cylinder and measures the RPM drop on most distributor engines.

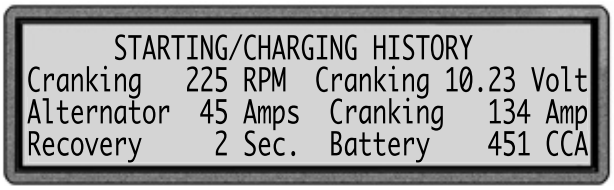


Electronic Compression evaluates the mechanical condition of each cylinder by measuring the amperage required to push each cylinder through the compression stroke.



ELECTRICAL SYSTEM TESTS

Starting/Charging History guides you through a preprogrammed test that evaluates the entire starting and charging system.



FUEL INJECTION TESTS

Fuel Injector and Solenoid Duty Cycle tests perform all tests necessary to accurately diagnose the electrical condition of the fuel injection system.

SENSOR TESTS

TPS, O2 Sensor, Auxilary Meter, Solenoid Duty Cycle, and Logic Trace Scope round out the test functions for the analyzer.

Specifications

Measurement Ranges

Battery Volts .....to 19.99 Volts
Volts, Aux (10 Meg) ..... ±20.00VDC
.....to 50.0 VAC Pk-Pk
Amps, Inductive ..... 0 to ±600 Amps
Tachometer.....100 to 5,000 RPM
Dwell, Ignition .....Degrees, %, or mSec.
Driver/Points Resistance .....0 to 3.0 Volts
Dwell Variation .....in Degrees
Timing Variation .....in Degrees
Ignition Coil Amps.....0 to 19.9 mSec
Coil Amps Build Time .....0 to 9.9 mSec
Spark Burn Time .....0 to 9.9 mSec
Ignition Energy .....0 to 99 milliVolt-Seconds
Secondary KV.....0 to 32 Kilovolts
Pulse Rate.....0 to 999 Hertz
Cylinder Power Balance .....% RPM Drop
Cylinder Power Contribution ..... Speed Index
Amps Ripple..... Message Indicator
Cranking Compression ..... % Amps Peak
Injector Amps Drive Time .....0 to 99.9 mSec
Injector Peak Amps..... 0 to 19.9 Amps
Throttle Position Sensor .....Glitch Catcher
O2 Sensor ..... Volts and Crossings

Physical Dimensions

Case Size.....28x33x9 cm
11x13x3.5 in.
Power Requirements..... 12 Volt Vehicle Battery