

TBT4801

13pc Diesel Engine Compression Tester Kit

Comprehensive kit for checking compression on both direct & indirect injected commercial, marine and industrial engines

OPERATING INSTRUCTIONS



JHM Butt & Co Ltd

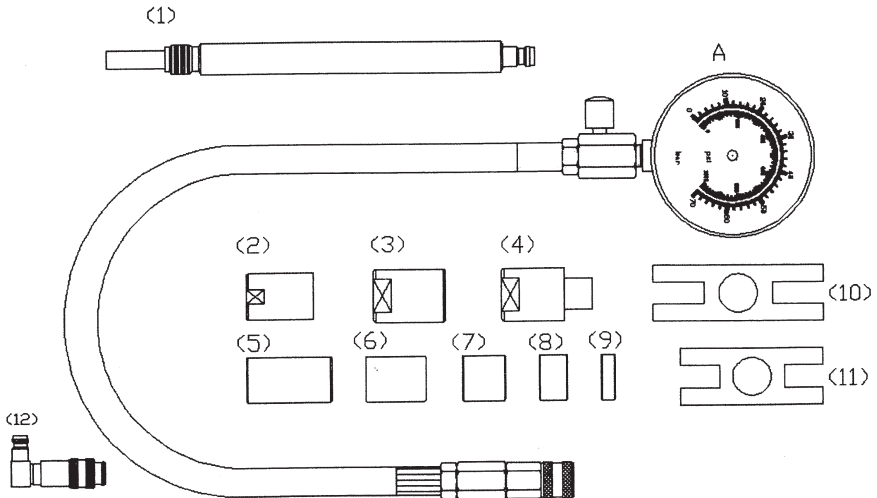
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DIESEL ENGINE COMPRESSION TESTER SET (C. V.S)

CONTENTS

	DESCRIPTION	OVERALL LENGTH	GAUGE DIAMETER	SCALE
A	GAUGE ASSEMBLY	560	100	0-70 BAR
		INT. THREAD	THREAD	EXT. THREAD
(1)	CENTRE PILLAR	185	5/16 X 24 UNF	1/2 X 20 UNF
		EXT. DIAMETER	LENGTH	
(2)	END ADAPTER	20.5	30	
(3)	END ADAPTER	23.6	32	
(4)	END ADAPTER	23.6	41	
(5)~(9)	SPACER SET			
		LENGTH	WIDTH	HOLE DIAMETER
(10)	CLAMP PLATE	63.5	25	17
(11)	CLAMP PLATE	76.2	15	17
(12)	90° ELBOW			



TEST PROCEDURE

THIS IS GENERALLY THE PREFERRED TEST METHOD AND AVOIDS DAMAGE TO THE INJECTOR, AND FUEL SYSTEM CONTAMINATION.

- 1 RUN ENGINE AND WARM UP TO NORMAL OPERATING TEMPERATURE.
- 2 DISCONNECT SUPPLY TO HEATER PLUG RELAY.REMOVE GLOW PLUG FROM CYLINDER AND FIT THE APPROPRIATE DUMMY GLOWPLUG.
- 3 WHEN CRANKING, STOP THE FUEL SUPPLY BY EITHER:
DISCONNECTING THE FUEL PUMP SOLENOID
MANUALLY USING THE "PULL TO STOP" KNOB

WHEN RUNNING TESTS ARE REQUIRED UNFASTEN THE FUEL LINE FROM THE APPROPRIATE INJECTOR AND FIT PLASTIC HOSE OVER END TO RE-DIRECT FUEL INTO A SUITABLE CONTAINER.

- 4 COUPLE THE TESTER ASSEMBLY ON TO THE DUMMY GLOWPLUG.
- 5 CHECK THE BATTERY CONDITION BEFORE CRANKING TESTS. APPROXIMATELY 8-10 CRANKING CYCLES SHOULD BE ENOUGH TO INDICATE THE CYLINDER PRESSURE. FOR RUNNING TEST, START THE ENGINE AND PERFORM THE COMPRESSION TEST AT IDLE OR FULL REVS AS REQUIRED.
CHECK ENGINE MANUFACTURER'S SPECIFICATION AGAINST RESULTS.
- 6 IN ORDER TO REPEAT TEST ON SAME CYLINDER, THE GAUGE PRESSURE CAN BE RELEASED BY PRESSING THE RELIEF VALVE BUTTON.
- 7 TO REPEAT THE TEST ON OTHER CYLINDERS, STOP THE ENGINE AND CONNECT AS APPROPRIATE.
A COMPARISON OF PRESSURE READINGS FROM EACH CYLINDER IS A BETTER GUIDE TO CONDITION OF VALVES OR PISTON RINGS THAN A SINGLE CYLINDER TEST.

DUMMY INJECTOR METHOD

- 1 RUN ENGINE TO NORMAL OPERATING TEMPERATURE.
- 2 REMOVE THE APPROPRIATE INJECTOR. FIT THE PLASTIC PIPE OVER THE FUEL LINE TO REDIRECT THE FUEL INTO A SUITABLE CONTAINER.
- 3 WHEN A CRANK TEST IS REQUIRED ENSURE THE BATTERY IS FULLY CHARGED AS THIS COULD INFLUENCE THE RESULTS.
- 4 CRANK THE ENGINE TO CLEAR AWAY FROM THE PORT.
- 5 PLACE CORRECT DUMMY INJECTOR IN POSITION USING THE CLAMP PLATE TO ENSURE THE MATING FACES ARE SEALED. DO NOT OVERTIGHTEN.
- 6 COUPLE THE TESTER ASSEMBLY ON TO THE DUMMY INJECTOR.
- 7 START OR CRANK THE ENGINE AND PERFORM TEST. THE GAUGE WILL DISPLAY THE COMPRESSION OF THAT CYLINDER.
- 8 IN ORDER TO REPEAT TEST ON SAME CYLINDER, THE GAUGE PRESSURE CAN BE RELEASED BY PRESSING THE RELIEF VALVE BUTTON.
- 9 TO REPEAT THE TEST ON OTHER CYLINDERS, STOP THE ENGINE AND CONNECT AS APPROPRIATE.
CHECK ENGINE MANUFACTURER'S SPECIFICATION FOR COMPRESSION RESULTS. A COMPARISON OF PRESSURE READINGS FROM EACH CYLINDER IS A BETTER GUIDE TO CONDITION OF VALVES OR PISTON RING THAN A SINGLE CYLINDER TEST.

Further Information:

We are always improving our products and therefore reserve the right to change our instructions, parts sheets, product specifications and image data without prior notice.

We offer no liability for incorrect use of this product.

We offer 12 months warranty on this product only if a valid proof of purchase can be shown. Warranty is against faulty manufacture and does not cover consumable parts or for normal wear and tear.

For further information on this or any of our products please contact us using the details below.

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