31430000 - DIESEL ENGINE COMPRESSION TESTER
HGV / Commercial Starter Kit

Comprehensive test kit for both direct and indirect diesel injection engines

Checks engine compression under running and cranking conditions

Small profile, quick coupling adaptor for speed and security

Built-in pressure relief valve enables repeat tests without dismantling

Flexible hose - Gives access to restricted plug and injector ports



NOTE: In all instances Engine Manufacturers procedures should be followed

DUMMY GLOWPLUG METHOD

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 glowplug from cylinder and fit the appropriate dummy glow plug
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 over tighten
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 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 rings than a single cylinder test.

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