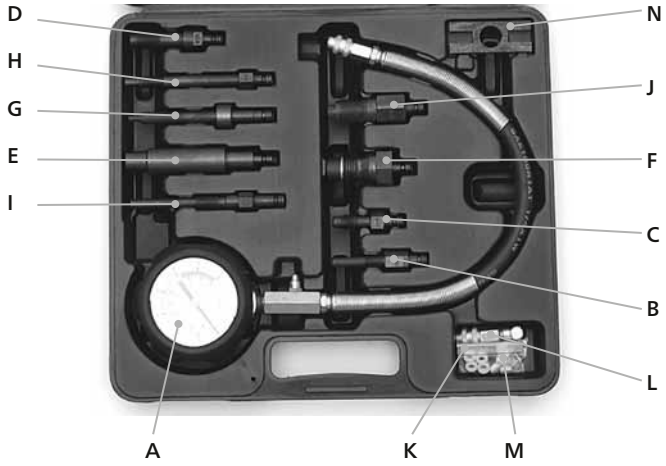
Key	Stock No	Description	Overall length	Gauge ∅	Scale
A	KR 220 A	Gauge assembly	560 mm	83 mm	0–60 bar

Key	Stock No	Description	Overall length	Thread size	Outside ∅
B	KR 220 1	Glow plug adaptor	73.5 mm	M10×1.25	N/A
C	KR 220 2	Glow plug adaptor	54 mm	M12×1.25	N/A
D	KR 220 3	Glow plug adaptor	72 mm	M14×1.25	N/A
E	KR 220 5	Dummy injector	114 mm	N/A	21 mm
F	———	Dummy injector	64 mm	M24×2.0	N/A
G	KR 220 6	Stanadyne dummy	N/A	N/A	N/A
H	KR 220 7	Injector	112 mm	N/A	19 mm
I	KR 220 4	Glow plug adaptor	119 mm	M10×1.0	N/A
J	KR 220 9	Glow plug adaptor	78 mm	M20×1.5	N/A
L	KR 220 10	Replacement seal & washer set	N/A	N/A	N/A
M	KR 220 B	90° elbow	N/A	N/A	N/A

Key	Stock No	Description	Length	Width	Hole ∅
N	———	Clamp plate	63.5 mm	25 mm	17 mm



Diesel Engine Compression Testing Kit K 220

INSTRUCTIONS FOR USE

IMPORTANT

For detailed and concise instructions on the correct use of this tool for a particular application always refer to the relevant Haynes or vehicle/engine manufacturer's service manual.

SAFETY

When carrying out an engine running test take care to avoid moving parts in the engine bay. The quick-release coupling and adaptors get very hot. Always check the hose assembly before use for any cuts or burn marks.

Always wear protective oil resistant gloves as diesel is carcinogenic and wash hands with soap and water afterwards. Diesel engines work with extremely high pressures. Never use a hose assembly that appears to be damaged. Important notes to read before using this tool

BEFORE USING THE TOOL:

- When carrying out a cranking test, engine fuel delivery must be prevented by either operating the engine stop lever or by disconnecting the fuel pump solenoid/relay.
- When carrying out a running test remove the fuel line from the appropriate cylinder injector to be tested and redirect the fuel into a suitable container.
- Ensure the battery is fully charged when carrying out a cranking test - as this could affect the results.

USING THE TOOL

1 Run the engine until normal operating temperature is reached and then switch off.

2 Remove the glow plug or injector from the cylinder to be tested and replace it with the appropriate adaptor.

3 **CRANK TEST**: Crank the engine whilst observing the gauge, the indicator needle will rise in increasing steps until a maximum reading is obtained. Once this is achieved stop cranking.
RUNNING TEST: Start the engine and run at idle or preset rpm, according to the manufacturer's technical data-then switch off.

4 Make a note of the gauge reading.

5 Once a reading has been taken, depress the gauge relief valve to release the pressure. Due to high pressure keep at arm's length.

6 Remove the tester and adaptor and install on the next cylinder to be tested.

7 Repeat steps 2 to 7 until all cylinders have been tested. Compare the results to those published by the vehicle manufacturer.

APPLICATIONS

BMW
Carbodies
Citroën
Dacia
Diahatsu
Fiat
Ford
Holden
Isuzu
Land Rover
Leyland/Daf
Mazda
Mercedes-Benz
Mitsubishi Nissan
Opel
Peugeot
Renault
Rover
Seat
Toyota
Vauxhall
Volkswagen
Volvo