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Link to the product: https://www.tesam.eu/m3540-compression-pressure-gauge-tester-0-21-bar-m14-m18-petrol-p-5524.html



# M3540 - Compression pressure gauge / tester 0-21 bar, M14, M18 - petrol

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| Price with TAX | **208.48 zł** |
| Price | **169.50 zł** |
| Availability | **Dostępny - 24h** |
| Shipping time | **24 hours** |
| Number | **C.3540** |
| EAN code | **4037374035402** |

## Product description

• Designed to measure the compression ratio in the cylinders while the engine is being driven with a starter. Designed for diesel engines with direct and indirect injection. Pressure gauge with double bar and PSI graduation equipped with a test valve for control purposes,

Included:

• flexible hose 300 mm,
• M14 connection (for passenger cars),
• M18 connection (for trucks),
• clear display,
• pressure gauge with a diameter of 50 mm,

• pressure 0 - 20 bar,
• simple operation,
• Weight: 380g,

User manual:

SAFETY CONDITIONS:

• Use appropriate protective clothing,
• Keep away from children and never use the instrument in their presence,
• It is not allowed to modify or modernize the device or its accessories,
• The instrument may only be used by qualified personnel,

PRELIMINARY STEPS:

• 1. Start the engine until it reaches the optimal operating temperature,
• 2. Stop the engine. loosen all spark plugs one turn. and then blow out the seats. removing all impurities,
• 3. Unscrew all candles and sealing washers,
• 4. Open the throttle to the maximum,
• 5. Ground the car and turn on the ignition,

PRESSURE MEASUREMENT:

• 1. Screw in the tip (by hand - do not use wrenches) or press the rubber tip of the manometer to the candle hole,
• 2. Crank the engine until the pressure on the pressure gauge increases. The maximum pressure measured will be indicated on the gauge (usually 3 or 4 revolutions of the engine are sufficient). Then read off and record the measured pressure,
• 3. Remove the measuring system from the spark plug hole and repeat the activities on the remaining cylinders,

MEASUREMENT RESULTS:

• 1. It is important that the compression pressure is similar in all cylinders,

• 2. In engines with a high compression ratio (over 150 psi = 10 atm.), The pressure difference in the cylinders should not exceed 15 psi (1 atm.),
• 3. In engines with a low compression ratio (below 150psi = 10 atm.), The pressure difference in the cylinders should not exceed 10 psi (about 6 atm.),
• 4. The pressure reading is unstable if the pressure in one or two cylinders is much higher or lower than in the others,

• LOW RATE OF CYLINDER COMPRESSION can be caused by :,
- leaking gasket under the head - audible noise when the engine is running,
- leaks between cylinders - pressure is low in two adjacent cylinders and water may appear in the cylinders and crankcase,
- valves do not close,
- bad condition of the piston rings - then pour a small teaspoon of oil through the candle hole into the cylinder to seal it. Repeat the test. if the pressure is higher, it means. that the rings are defective. If the pressure is still low - it means. that the valves are defective,

• TOO HIGH RATE OF COMPRESSION IN THE CYLINDER may be caused by the accumulation of carbon deposits in one or all cylinders or on the pistons,