

Part # 2800

Diesel Compression Test Kit

• Includes:

- 2-1/2-Inch / 63mm-diameter gauge with dual-calibration (0 - 1,000 PIS / 0 - 70kg/cm2) and side-release valve for multiple readings without removing adapter
- 13-Inch / 33cm flexible hose with swivel end quick coupler
- Adapter No 2800x01 for GM 4.3L 6-cyl, 4.3L and 5.7L 8-cyl, Ford/Navistar 6.9L and 7.3L, Int Harvester 6.9L 10mm x 10 Glow Plug applications
- Adapter No 2800x02 for VW, Volvo, Audi, Dodge, Mercedes and Cummins 5.9L (24mm x 20) injector applications
- Adaptor No 2800x03 for GM 6.2L V8 10mm x 10 Glow Plug applications



CAUTION: To prevent injury, always wear gloves and eye protection that meets ANSI Z87.1 and OSHA standards.
CAUTION: To prevent equipment damage, clean and lubricate threaded screws and holes before and after use.

INSTRUCTIONS:

1. To do a compression test select the proper adapter for the engine to be tested. The adapters are designed to replace either the glow plug or the injector on the engine. Remove the glow plug or injector from the cylinder to be tested and shut off or bypass the fuel to that cylinder.
2. Turn the engine over for a few revolutions to blow out any carbon or foreign matter from the port area before connecting the adapter.
IMPORTANT: Always check the engine manufacturer's recommendations for compression testing before test.
3. The adapters are designed to be threaded into, or clamped into, the glow plug or injector hole in the same way the glow plug or injector is attached to the engine. The top adapter has a male quick disconnect to accommodate the compression tester. With the correct adapter in place on the engine, attach the compression tester to the adapter. Make sure the locking sleeve on the quick coupler of the tester slides completely into place.
4. Run, or turn over the engine to the manufacturer's specs until the maximum pressure is reached, usually with 8-12 strokes of the engine. The reading is shown and held on the gauge. Push the side release valve to release pressure.
5. This compression tester has been completely tested at the factory for accuracy and leakage before shipment. If, at some point after usage, the tool does not hold pressure the probable cause is foreign matter in either the release valve or the valve core in the adapter. Usually, by running an engine with the compression tester attached and holding down the side release valve, the foreign matter will be blown out. In the event that a valve core fails, replace only with a special valve core from the dealer.

ATTENTION: If gauge assembly is removed, re-apply thread seal when replacing gauge.

2800 Diesel Compression Adapters -Available Separately:

Part #	Description
2800X01	M10 x 1.00 - Short - GM, Ford, International
2800X02	M24 x 2.00 - Long - VW, Audi, Volvo, Dodge, Mercedes, Cummins
2800X03	M10 x 1.00 - Long - GM
2800X04	M10 x 1.25 - Long - GM, Isuzu, Toyota, Duramax
2800X05	M10 x 1.25 - Short - Ford, Toyota, Nissan, Mitsubishi, Kubota
2800X06	M22 x 1.50 - Nissan, Renault, Opel
2800X07	M10 x 1.25 - Medium - Ford, Mazda
2800X08	M10 x 1.00 - Extra Long - VW
2800X09	M24 x 2.00 - Short
2800X10	M22 x 1.50 - Long
2800X11	M12 x 1.25 - Nissan, Renault, Peugeot
2800X12	M10 x 1.00 - Extra Long - Ford 7.3L Powerstroke
2800X13	M24 x 2.00 - Medium - Nissan, Datsun
2800X14	M18 x 1.50 - Mercedes, VW, Audi, BMW, Isuzu, Lincoln, Peugeot
2800X15	M21 - Bosch - John Deere, Ford, International, Mack, etc.
2800X16	1" & 7/8" - Cummins
2800X17	M24 - Detroit Diesel
2800X18	M14 x 1.25 - Land Rover
2800X19	M24 x 1.50 - Dodge, Cummins 5.9L B-Series
2800X20	M17 - 1x Gap - Volvo, Cummins C-Series
	M17 - 2x Gap - Navistar DT360, DT466, 9.0L, 312, 360, 414, 436, 446 C.I.D.
2800X21	3/8" - JI Case 70-series, Caterpillar 3208, 1100, John Deere pencil type early 300, 400, 500 series, 276, 404, 531 C.I.D.
2800X22	7/8" x 14
2800X23	M10 x 1.00 - Flex Hose
2800X24	4" Extension
2800X25	M8 x 1.00
2800X26	ISB/ISC - Injector
2800X27	M14 x 1.25 - Flex Hose - Ford 6.0 & 6.4L Powerstroke
2800X28	Ford 6.7L Powerstroke - Pre 2005
2800X29	

