TM 9-4910-610-14 & P

DEPARTMENT
OF THE ARMY TECHNICAL MANUAL

OPERATOR, ORGANIZATIONAL, DIRECT SUPPORT

AND GENERAL SUPPORT MAINTENANCE

MANUAL INCLUDING REPAIR PARTS LIST

FOR

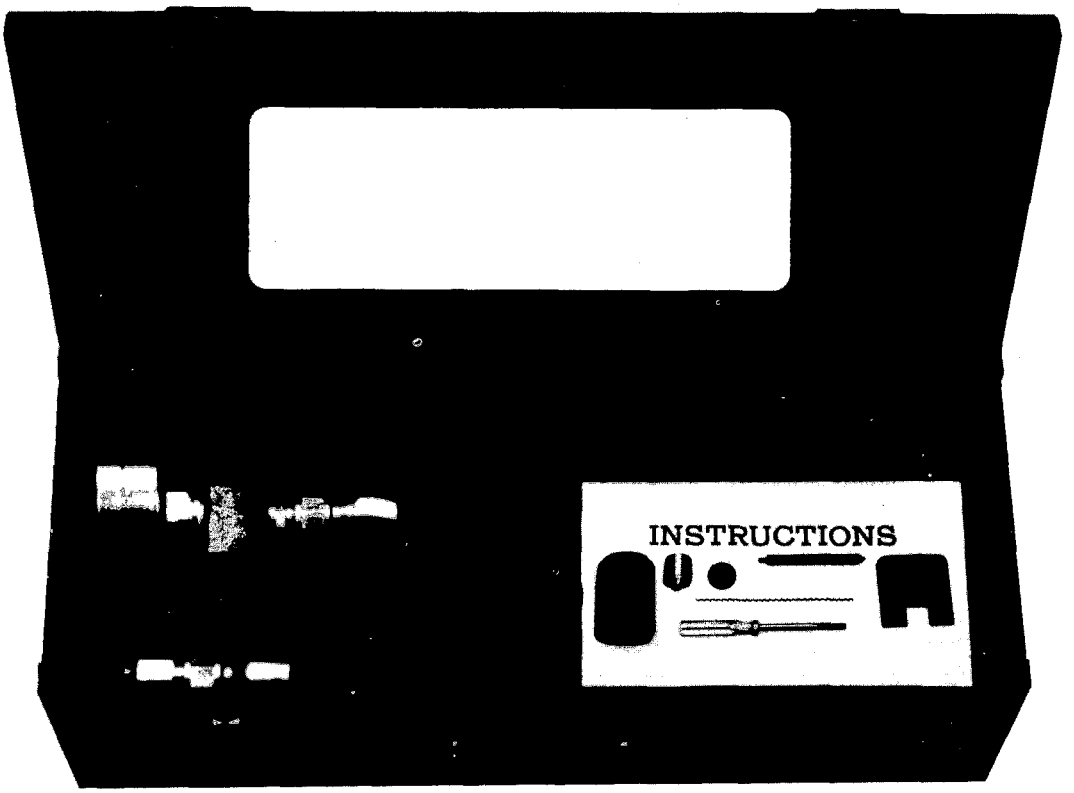
TESTER, COMPRESSION

(KIENE DIESEL ACCESSORIES, INC)
(4910-00-808-4300)

HEADQUARTERS,
DEPARTMENT OF THE ARMY

DECEMBER 1977

INSTRUCTIONS
Model C-400
COMPRESSION TESTER



The instrument is pocked in the carrying case with the flexible hose disconnected. Unscrew the Jacking Out Nut, C-13 off the valve assembly. The instrument is then ready for use. It is connected to the engine cylinder by means of a suitable adaptor.

There are adaptors designed for all types and sizes of diesels. Spark plug adaptors are available for compression testing gas engines. Gages are furnished in whatever range necessary.

COMPRESSION TESTING: This adapter is either a fuel injector dummy or a spark plug dummy, whichever is easiest in application and best suited for the purpose. Remove the fuel injector or spark plug from the cylinder to be indicated; shut off or by-pass the fuel from the cylinder: TURN THE ENGINE OVER A FEW REVOLUTIONS TO BLOW OUT CARBON OR ANY OTHER FOREIGN MATTER FROM THE PORT BEFORE CONNECTING THE ADAPTOR AND THE INSTRUMENT; run engine at manufacturer's recommended speed for compression testing. Actual compression will be registered by the gage pointer after a few revolutions.

Unions are provided on the flexible hose and an elbow is fitted to CONNECTOR R I N G 4. Changing the flexible hose lead from the valve assembly is made easy with the unions and there is no need to disturb the pipe joints on CONNECTOR RING. An up lead or angle lead can be made quickly from the valve assembly to c1ear such possible obstructions as throttle gear, strainers, purifiers, rocker arms, valve gear, etc. In a few instances of difficult application because of congested space, the CAP NUT 5 and the CONNECTOR RING 4 are removed from the valve body assembly. The adaptor and valve body assembly are then fitted to the engine port. Making up the CONNECTOR RING 4 and the CAP NUT 5 does not require much overhead space.