

# Motorcycle Cylinder Leak-Down Tester Set 722.47.36

\*\*\*\*\* *Manual* \*\*\*\*\*

With the motorcycle pressure drop tester, can you find engine failure in short times.

## Adjustment of the instrument:

1. Mainly Hose (4) from the nipple to connected aluminum manifold (5) couple body.
2. Pressure loss tester (1) connected to work shop air compressor machine.
3. Pressure regulating valve (3) pull and open until the pointer indicates 23% of the unit (2) around reading scale indicated on 20 psi well.
4. Pressure regulating valve (3) by pressing determine (same form for all the spark plugs).
5. Mainly Hose (4) be able to connected one adapter (6), fixed spark plug in M10/M12 engines.

## Operation:

6. Engine warm-up can
7. Remove the spark plug
8. The piston of the cylinder must be tested to TDC (top dead center) be made
9. Fixtures each spark plug threaded screw into the motorcycle engines.
10. Fixtures each spark plug to couple the manifold body for testing.
11. Pressure loss read, the pointer must be within around 20psi field (2) travel (0-23%) the display shows at about 23%, the motor pressure drop is no longer acceptable.

***The leak is located by listening to the air tells noises or feel the air escaping!***

- ◆ Intake → Error inlet valve
- ◆ Exhaust → Failed to exhaust
- ◆ Oil filler → Error pistons, piston rings
- ◆ Cooling water filler neck → Errors in the cylinder head gasket

## Noticed:

1. When new, not yet fully retracted engines (less than 5,000 kilometers) higher pressure, losses than after the break-in is possible as cylinders, pistons and piston rings do not have their final smoothness.
2. Differences between the individual cylinders of up to two strokes = 4% pressure loss are irrelevant

***Work Shop air pressure recommend by 6...12 bar***

