

Operating Instructions - Compression Tester V.A.G 1763

1. General Description

The Compression Tester V.A.G 1763 can be used for measurements on petrol and Diesel engines with up to 12 cylinders. The measuring range of the tester is 0 - 50 bar. The unit is started up with the "On" key. The current charge level of the built-in battery appears for approximately one second on the display in the pressure field (display between -9 = full and -1 = flat). Recharging should be implemented at the latest as of -3- if an optimal printout is to be obtained. In the event of a lengthy usage interval, the tester switches itself off automatically so as not to discharge the battery unnecessarily.

2. Connection

2.1 Petrol engines with freely accessible spark-plug tapped holes:

Use grip and screwed-on adapter (8) or (9) to press compression tester against spark-plug tapped hole.

2.2 Petrol engines with concealed spark-plug tapped holes, e.g. air cooled Volkswagen-Transporter engines:

Guide adapter (13) to spark-plug tapped hole using wire link and screw on tight with socket wrench. Then screw compression tester with connection lead by hand into adapter (13).

Tightening is not required since there is a seal on the pressure sensor.

Note:

The Adapter V.A.G 1381/2 (13) is not part of the scope of delivery of the compression tester and must be ordered separately if not available under No. Z 401179 WE.

2.3 Diesel Engines

Screw socket nipple (6a) to respective adapter. Screw adapter (10)/(11) firmly into tapped hole for injector. Adapters (12)/(15) are screwed into the tapped hole of the glow plug.

Screw quick-action coupling (6) to pressure sensor and attach to socket nipple. Tightening of the quick-action coupling at the pressure sensor is not needed, since there is a seal on the pressure sensor.

Note:

Use is to be made on the 4-cylinder Diesel engine (Perkins) of the LT of the Adapter V.A.G 1323/1 (14). This adapter is not part of the scope of delivery of the compression tester and must be ordered separately if not available under No. Z 401173 WE.

The Adapter V.A.G 1381/11 (15) is to be used on the Diesel engine of the Volkswagen TARO. This adapter is likewise not part of the scope of delivery of the compression tester and must be ordered under No. Z 401342 WE.

3. Measurement

3.1 Recording of measured values

Pay attention to Workshop Manual!

Connect up compression tester to engine as described under Item 2.

Switch on tester.

Crank engine with starting motor until no further increase in pressure is indicated by the tester.

Move tester to the next cylinder to be measured and select appropriate cylinder by pressing cylinder "up" key ?? on the unit.

Perform measurements as described on other cylinders.

With Diesel engines, measurement of the compression pressure must be followed by pressure discharge at the vent valve before the quick-action coupling is released.

The last measured cylinder is displayed together with the pressure value determined if measured values have already been recorded. The

following appears on the display if there are no stored measured values: Cyl. 1/00.0 bar.

During compression measurement, the maximum in each case is retained in the display and stored until the record is printed out. The sequence of measurements is arbitrary. If a cylinder is to be measured again, the measured value can be deleted with the ?? key after the cylinder in question has been displayed. The unit switches itself off automatically to prevent unnecessary discharge of the battery in the event of a lengthy usage interval. The measured values recorded remain stored until the printout is made.

Measurement can be continued in the familiar manner following renewed switch-on. The same likewise applies to manual switch-off of the unit during measurement intervals. The printout is called up with the ?? key. This can be repeated as often as required until the unit is switched off. All measured-value memories are cancelled on renewed switch-on following printout.

3.2 Evaluation of results

The appropriate Workshop Manuals outline the installation instructions and test conditions to be observed within the framework of compression measurement, as well as giving an indication of the engine specifications according to which the measurement results are assessed.

3.3 Battery charging

If "LO BAT" appears on the display, the built-in battery is flat. If this is the case, the unit must be charged (for approx. 14 hours) with the charger (7) to avoid incorrect measurements. Trickle charging is not permitted, as this could damage the battery. The unit must be switched off before connecting up the charger!

4. Changing Paper

Open the flap and insert the temperature-sensitive paper into the slot. Pressing the paper feed key several times moves it on to the tearoff edge.

Important:

The test record will not be printed if the paper is put in the wrong way round.

- only insert rolls of paper that have been evenly rolled.

- roll must not jam in the guides.

4.1 paperjam

- cut off paper strip at the roll and carefully pull the rest of the paper forwards out of the printer.

5. Warranty/Service

The warranty period is 12 months. The applicable date is that on the delivery note.

Warranty handling in Germany:

In the event of damage, please notify:

Klaus Fischer Meß- und Regeltechnik GmbH

Bielefelder Straße 37a - 32107 Bad Salzuflen, Germany

Telephone: (05222) 974-0 - Telefax: (05222) 7170

You will be provided free of charge with a replacement unit/part. The defective unit (part) will be taken by the Parcel Service concerned. Once the warranty period is up, the unit will be replaced at the appropriate charge. Units replaced at cost are covered by a further 6 month warranty period.

Warranty handling outside Germany:

Please notify your importer in the event of damage. You will be provided free of charge with a replacement unit/part. The defective unit is to be returned to the importer within 14 days.

If the unit is not returned, the price of a new unit will be billed. This measure is designed to ensure in your own interest that stocks are always available and that a smooth service procedure is guaranteed. Following completion of the warranty period, the unit will be replaced at the appropriate charge. Units replaced at cost are covered by a further 6 month warranty period.

Information:

If the compression tester is returned to the manufacturer for repairs, the pressure sensor must also be sent. Both components are adjusted to one another.

6. Technical Data

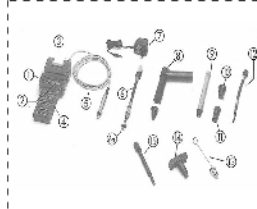
Measuring range: 0 - 50 bar

Accuracy: 1% FS

Overpressure resistance: max. 1.5 x

Resolution: 0.1 bar

Display: 41/2 digit LCD



- (1) Cylinder display
- (2) Measured value display
- (3) Slot for chart paper
- (4) Keypad
 - [1] - Cylinder "down" key
 - [1] - Cylinder "up" key
 - [] - Paper feed key
 - [Print] - Key for starting printout of test record
 - [[I]] - On/off key
 - [c] - Key for deleting measured value of respective cylinder
- (5) Connecting lead incl. pressure sensor
- (6) Quick-action coupling and vent valve
- (6a) Socket nipple
- (7) Power pack for charging battery
- (8) Adapter V.A.G 1381/1
- (9) Adapter V.A.G 1381/5A for 4-valve and VR-6 engines
- (10) Adapter V.A.G 1323/2A for Diesel engines
- (11) Adapter V.A.G 1381/8 for Polo Diesel engines
- (12) Adapter V.A.G 1381/12 for TDI engines

Accessories:

- (13) Adapter V.A.G 1381/2 for air-cooled petrol engines
- (14) Adapter V.A.G 1323/1 for LT with Perkins Diesel engine
- (15) Adapter V.A.G 1381/11 for TARO Diesel engine

