Pressure Loss, Check (Z 22 SE, Z 20 LET)

Engine at operating temperature (minimum oil temperature 80 $^{\circ}$).



Remove

Direct ignition module - see operation "Direct Ignition Module, Remove and Install".

Use KM-194-E spark plugs.

Air intake hose from throttle valve housing.

Cap from oil filler opening.

Oil dipstick.

Filler cap from coolant reservoir.



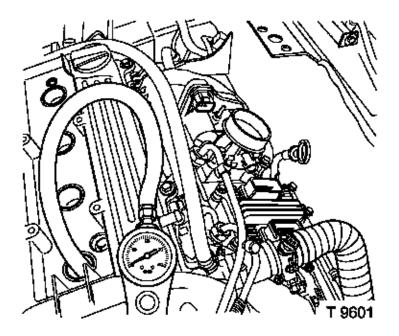
Install

Adapter into spark plug bore of cylinder no. 1.

Connect the pressure loss tester to the compressed air system and calibrate.

Pressure loss tester to adapter.

Important: Follow the manufacturer's instructions.





Adjust

Set the piston of cylinder no. 1 to TDC of the compression stroke - rotate the crankshaft in the normal direction of rotation until the markings line up.

Rotate the crankshaft slowly and evenly.

Warning!

The crankshaft must not rotate during the individual cylinder tests – engage 1st gear and apply the handbrake.



Pressure loss

Listen out for audible leakage of compressed air at the intake manifold, exhaust system, crankcase and spark plug bore, and look out for bubbles forming in the coolant expansion tank.



Adjust

Mark TDC for each cylinder with a coloured marking on the belt pulley, and apply a further mark at an offset of a further **180**°. Rotate the engine in the normal direction of operation until the next colour marking aligns with the marking on the timing case.



Measure

Pressure loss on all cylinders in firing sequence.

Check each cylinder at TDC of the compression stroke.

Maximum permissible pressure difference between individual cylinders – 10%.

Maximum pressure loss per cylinder – 25%.



Remove

Pressure loss tester from adapter.

Pressure loss tester from compressed air system.

Adapter from spark plug bore.



Install

Filler cap onto coolant reservoir.

Oil dipstick.

Cap onto oil filler opening.

Air intake hose to throttle valve housing.

Use KM-194-E, 25 Nm spark plugs.

Direct ignition module - see operation "Direct Ignition Module, Remove and Install".