Engine Diagnostic Equipment

Mityvac has long been an industry leader in vacuum related engine performance and diagnostic test equipment. In addition to the original Mityvac automotive vacuum test kits, we offer an outstanding selection of cylinder compression and fuel system pressure test kits to meet the needs of professional service technicians worldwide.

MV5545 Fuel System Test Kit
The MV5545 Fuel System Tester diagnoses and pinpoints common fuel system failures including failing fuel pump, faulty pressure regulator, blocked filter(s), pinched fuel line, contaminated fuel and fuel tank vortex.

Features:
• Measures fuel system pressure and flow to accurately pinpoint fuel system failures.
• Saves hours of troubleshooting time by diagnosing a bad fuel pump and other related drivability problems in seconds.
• Patented system simulates extreme driving conditions in the shop to provide the most accurate diagnosis.
• Capable of testing both return and returnless fuel systems including electronic control.
• Provides clear visualization of fuel to detect impurities and air bubbles

Includes:
• 3.5" (90mm) high pressure gauge with rubber boot, push-button relief valve, and hanging hook.
• Flowmeter w/ borosilicate glass flow-tube, patented flow-control valve, and 1 gallon/min maximum flow capability.
• (2x) 4' (1.2m) long flowmeter hose
• Clear bypass and pressure relief hoses
• (2x) Fuel hose clamp
• Adapters for connecting to U.S., European, and Asian manufactured cars & light trucks
• Flowmeter faceplates with gallons/minute and liters/minute units of measure
• Custom molded case
• Operator’s manual

Specifications:

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Packaged Weight</td>
<td>13.7 lbs (6.2 kg)</td>
</tr>
<tr>
<td>Packaged Size</td>
<td>17.1&quot; long x 9.6&quot; wide x 8.2&quot; tall (435 mm x 245 mm x 210 mm)</td>
</tr>
<tr>
<td>Max. Volume</td>
<td>1.0 gallons/min. (3.8 liters/min.)</td>
</tr>
<tr>
<td>Max. Pressure</td>
<td>200 psi (13.5 bar)</td>
</tr>
</tbody>
</table>

Flow Control Valve Positions

- **OPEN** (Normal operation)
- **CLOSED** (Tests peak pressure capability)
- **BYPASS** (Tests peak flow capability)
- **CLOSED to BYPASS** (Simulates throttle position from idle to WOT)
Engine Diagnostic Equipment

MV5546 Fuel Pressure Test Kit
Tests fuel system pressure to diagnose common fuel system problems including failing fuel pump, faulty pressure regulator, blocked filter(s), or pinched fuel line(s).

Features:
- Contains 37 adapters for pressure testing most US, Asian, and European manufactured vehicles.
- High quality, heavy duty gauge with 0-120 psi (0-8 bar) scale, protective rubber boot, and push-button pressure relief valve.
- Uses SAE certified, fuel-rated quick connects for reliability, ease of use, and interchangeability.
- Easily upgrades to a fuel pressure and flow tester with the addition of flowmeter upgrade kit MVA5553.
- Packaged in custom toolbox style case.

Includes:
- 3.5" (90 mm) high pressure gauge w/ rubber boot, push-button relief valve, and hanging hook.
- 4' (1.2 m) long pressure test hose
- Inline pressure test hose with ¼ turn valve
- 37 adapters for connecting to most U.S., European, and Asian manufactured automobiles
- Pressure relief hose
- Custom molded case
- Operator's manual

Specifications:

<table>
<thead>
<tr>
<th>Packaged Weight:</th>
<th>11.5 lbs (5.2 kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Packaged Size:</td>
<td>17.6&quot; long x 10.2&quot; wide x 8.2&quot; tall (445 mm x 260 mm x 210 mm)</td>
</tr>
</tbody>
</table>

MVA5553 Flowmeter Upgrade Kit
Upgrades MV5546 Fuel Pressure Test Kit into MV5545 FST Pro Fuel System Tester, for automotive fuel pressure and flow testing.

Features:
- Includes flowmeter and accessories required for adding fuel flow testing capabilities to the Mityvac MV5546 Fuel Pressure Test Kit.
- Significantly reduces labor time to diagnose and pinpoint automotive fuel system malfunctions such as failing fuel pump, block fuel filter, and faulty pressure regulator.
- Allows visual inspection of fuel for contamination and air bubbles.
- Patented flow valve quickly performs deadhead test and allows simulation of wide-open throttle (WOT) condition while vehicle is at idle.

Includes:
- Flowmeter w/ borosilicate glass flowtube, patented flow-control valve, and 1 gallon/min maximum flow capability.
- (2x) 4' (1.2m) long flowmeter hose
- Fuel Bypass Hose
- (2x) Fuel Hose Clamp
- (2x) Fuel Hose Plug
- Operator's manual

Specifications:

<table>
<thead>
<tr>
<th>Packaged Weight:</th>
<th>5.5 lbs (2.5 kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Packaged Size:</td>
<td>14.0&quot; long x 13.8&quot; wide x 3.0&quot; tall (355 mm x 350 mm x 75 mm)</td>
</tr>
</tbody>
</table>
**MVA5552 Pressure Test Accessory Kit**

Upgrades MV5545 FST Pro Fuel System Tester to allow it to test fuel pressure through the fuel rail test port.

**Features:**
- 4’ (1.2 m) test hose allows pressure gauge to extend out from under the hood during drivability test.
- Inline and right angle adapters ease connection on hard to reach applications.
- Adapters use SAE certified, fuel-rated quick connects for reliability, ease of use, and interchangeability.

**Includes:**
- 4’ (1.2 m) long fuel pressure test hose.
- Right angle adapter for Schrader style fuel rail test ports with 7/16 x 20 thread.
- Right angle adapter for Schrader style fuel rail test ports with .308 x 32 thread.
- Inline adapter for Schrader style fuel rail test ports with 7/16 x 20 thread.
- Inline adapter for Schrader style fuel rail test ports with .308 x 32 thread.
- Operator’s Manual

**Specifications:**
- Packaged Weight: 1.2 lbs (.55 kg)
- Packaged Size: 7.8” long x 5.8” wide x 2.0” tall (200 mm x 145 mm x 50 mm)

**Fuel System Test Adapters**

With the noted exceptions, the following adapters are included in kits MV5545 and MV5546. Together, they fit most US, Asian, and European manufactured vehicles. Each can be ordered separately using the part number indicated below.

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
<th>Application(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MVA505</td>
<td>1/4&quot;-3/8&quot; Barbed Flex Hose Adapter</td>
<td>Vehicles w/ 1/4&quot;, 5/16&quot;, or 3/8&quot; rubber to steel hose connection</td>
</tr>
<tr>
<td>MVA507</td>
<td>1/4&quot; Flex Hose Adapter</td>
<td>Vehicles w/ 1/4&quot; rubber to steel hose connection</td>
</tr>
<tr>
<td>MVA508</td>
<td>5/16&quot; Flex Hose Adapter</td>
<td>Vehicles w/ 5/16&quot; rubber to steel hose connection</td>
</tr>
<tr>
<td>MVA509</td>
<td>3/8&quot; Flex Hose Adapter</td>
<td>Vehicles w/ 3/8&quot; rubber to steel hose connection</td>
</tr>
<tr>
<td>MVA510</td>
<td>GM/Chrysler Right Angle Test Port Adapter</td>
<td>GM &amp; some Chrysler vehicles with 7/16”-20 thread test port on fuel rail</td>
</tr>
<tr>
<td>MVA511</td>
<td>Ford/Chrysler Right Angle Test Port Adapter</td>
<td>Ford &amp; some Chrysler vehicles with .308-32 thread test port on fuel rail</td>
</tr>
<tr>
<td>MVA512</td>
<td>3/8” Quick-change Adapter</td>
<td>Ford &amp; some Chrysler vehicles with .308-32 thread test port on fuel rail</td>
</tr>
<tr>
<td>MVA513</td>
<td>1/2” Spring Lock Adapter</td>
<td>Ford fuel injected systems</td>
</tr>
<tr>
<td>MVA514</td>
<td>M8 x 1.0 Banjo Adapter</td>
<td>Toyota</td>
</tr>
<tr>
<td>MVA515</td>
<td>M10 x 1.0 Banjo Adapter</td>
<td>Toyota</td>
</tr>
<tr>
<td>MVA516</td>
<td>M12 x 1.25 Banjo Adapter</td>
<td>Toyota, Lexus, Geo, Honda, Acura, Hyundai, Mazda, Daihatsu, Chrysler imports</td>
</tr>
<tr>
<td>MVA517</td>
<td>M14 x 1.5 Banjo Adapter</td>
<td>European applications</td>
</tr>
<tr>
<td>MVA518</td>
<td>M16 x 1.5 Banjo Adapter</td>
<td>European applications</td>
</tr>
<tr>
<td>MVA519</td>
<td>M16 x 1.5 Ball Nose Adapter</td>
<td>European vehicles with CIS fuel system</td>
</tr>
<tr>
<td>MVA520</td>
<td>M16 x 1.5 Adapter</td>
<td>GM Vortec</td>
</tr>
<tr>
<td>MVA521</td>
<td>M14 x 1.5 Adapter</td>
<td>GM Vortec</td>
</tr>
<tr>
<td>MVA522</td>
<td>3/8” Flare Nut Adapter</td>
<td>Carbureted &amp; early fuel injected systems</td>
</tr>
<tr>
<td>MVA523</td>
<td>5/16” Flare Nut Adapter</td>
<td>Carbureted &amp; early fuel injected systems</td>
</tr>
<tr>
<td>MVA524</td>
<td>3/8” Spring Lock Adapter</td>
<td>Ford fuel injected systems</td>
</tr>
<tr>
<td>MVA525</td>
<td>1/2” Spring Lock Adapter</td>
<td>Ford fuel injected systems</td>
</tr>
<tr>
<td>MVA530</td>
<td>M8 x 1.0 Banjo Adapter</td>
<td>Toyota</td>
</tr>
<tr>
<td>MVA531</td>
<td>M10 x 1.0 Banjo Adapter</td>
<td>Toyota</td>
</tr>
<tr>
<td>MVA532</td>
<td>M12 x 1.25 Banjo Adapter</td>
<td>Toyota, Lexus, Geo, Honda, Acura, Hyundai, Mazda, Daihatsu, Chrysler imports</td>
</tr>
<tr>
<td>MVA533</td>
<td>M14 x 1.5 Banjo Adapter</td>
<td>European applications</td>
</tr>
<tr>
<td>MVA534</td>
<td>10 mm Quick-change Adapter</td>
<td>Diesel</td>
</tr>
<tr>
<td>MVA535</td>
<td>5/16” Quick-change Connect Adapter</td>
<td>GM, Chrysler, Jeep/Eagle, Toyota</td>
</tr>
</tbody>
</table>

* Not included in MV5545. ¹ Included in MVA504 ² Included in MVA503 ³ Included in MVA502
Engine Diagnostic Equipment

MV5530 Compression Test Kit
This comprehensive kit includes everything required to perform dry and wet engine cylinder compression tests commonly used to detect ring or cylinder head problems, sticking valves, blown head gasket(s) and more. Includes adapters for use on motorcycles, marine and small engines and an air-hold adapter for performing valve seal repairs without removing the cylinder head(s). Not for use on diesel engines.

Features:
- Manual pressure release for maintaining peak readings
- Professional-grade threaded adapters for leak-proof seals
- Extended hoses for hard-to-reach applications
- Large, easy-to-read 2¾” (70 mm) diameter gauge
- Adapters to fit engines as small as lawn mowers, chain saws and trimmers
- Quick-disconnect coupler for easy accessory changes

Includes:
- 2¾” (70 mm) gauge with high impact lens, rubber boot, and four (4) scales of measure (psi, kg/cm², bar, kPa), attached to 10” (250 mm) hose and quick release coupler
- 14 mm short-thread adapter with 6½” (165 mm) and 12” (305 mm) hoses
- 14 mm long-thread adapter with 12” (305 mm) hose
- 18 mm short-thread adapter with 12” (305 mm) hose
- 14 mm short-thread x 18 mm long-thread adapter
- 10 mm thread small engine adapter
- 12 mm thread small engine adapter
- Quick-release air hold adapter
- Custom blow-molded case
- Field service kit
- User manual (English/Spanish/French)

Specifications:

<table>
<thead>
<tr>
<th>Packaged Weight: 3.5 lbs (1.6 kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Packaged Size: 14.5” wide x 8” tall x 2.7” deep (370 mm wide x 205 mm tall x 70 mm deep)</td>
</tr>
<tr>
<td>Max. Pressure: 300 psi (21kg/cm²) (20.5 bar) (2,070 kPa)</td>
</tr>
</tbody>
</table>

Gas Compression Test Adapters

MVA5501
10 mm male thread x 14 mm standard reach female thread

MVA5502
12 mm male thread x 14 mm standard reach female thread

MVA5503
18 mm long reach male thread x 14 mm standard reach female thread

MVA5504
14 mm standard reach thread x 12” (305 mm)

MVA5506
14 mm long reach thread x 12” (305 mm)

MVA5507
16 mm male thread for Ford Triton engines x 14 mm standard reach female thread

MVA5508
14 mm standard reach thread x 6.5” (165 mm)

MVA5509
18 mm standard reach thread x 12” (305 mm)

MVA5510
Air Hold Adapter

MVA5511 Deep Well Test Adapter
The Mityvac Deep Well Test Adapter is designed for compression testing gasoline engines with deep spark plug wells. The adapter extends 8” beyond the installation surface and services both 14 mm and 18 mm threads.

Specifications:

| Weight: 6.7 oz (190 g) |

MVA5501
MVA5507
MVA5502
MVA5508
MVA5503
MVA5509
MVA5504
MVA5506
MVA5507
MVA5511

**Engine Diagnostic Equipment**

**MV5532 Digital Compression Test Kit**

This comprehensive gasoline engine compression test kit features an electronic tester that memorizes the peak compression value for each cylinder. When testing is complete, the values can be quickly reviewed at the push of a button. Everything is included to perform wet and dry compression tests commonly used to detect ring or cylinder head problems, sticking valves, blown head gasket(s) and more. Includes adapters for use on motorcycles and marine and small engines, and an air-hold adapter for performing valve seal repairs without removing the cylinder head(s). Not for use on diesel engines.

**Features:**
- Stores maximum compression value for up to 12 cylinders
- Backlit LC display is easy to read from any angle and in any light
- Uses standard 9V battery for convenience and cost
- Automatically shuts off after 3 minutes of non-use (memory is retained)
- Rubber boot protects the gauge from bumps and drops
- Sealed, grease- and oil-resistant gauge face prevents contamination of electronics
- Displays values in PSI, Bar and kPa

**Includes:**
- Digital compression tester comprising of test gauge with rubber boot, 10” (250 mm) high-pressure hose and female quick-change coupler
- 14 mm standard reach thread x 6.5” (165 mm) hose adapter
- 14 mm standard reach thread x 12” (305 mm) hose adapter
- 14 mm reach thread x 12” (305 mm) hose adapter
- 18 mm standard reach thread x 12” (305 mm) hose adapter
- 18 mm reach male thread x 14 mm standard reach female thread plug adapter
- 16 mm male thread x 14 mm standard reach female thread plug adapter
- 10 mm male thread x 14 mm standard reach female thread plug adapter
- 12 mm male thread x 14 mm standard reach female thread plug adapter
- Air hold adapter
- Field service kit
- Custom-molded case
- User manual (English/French/Spanish/German)

**Specifications:**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Pressure</td>
<td>300 psi (2070 kPa) (20.7 bar)</td>
</tr>
<tr>
<td>Packaged Weight</td>
<td>4.9 lbs (2.21 kg)</td>
</tr>
<tr>
<td>Case Size</td>
<td>15.7&quot; wide x 12.4&quot; tall x 3.2&quot; deep (400 mm wide x 315 mm tall x 82 mm deep)</td>
</tr>
</tbody>
</table>

**Current Pressure Indication**
Displays the maximum compression value for the indicated cylinder until the **Pressure Relief Button** is pressed.

**Current Unit Indication**
Displays current unit of measure. Available units of measure include PSI, Bar or kPa.

**On/Unit/Off Button**
Pressing this button turns the tester on. Pressing it again changes the unit of measure. Pressing and holding the button for 3 seconds turns it off. The tester will turn off automatically after six minutes of non-use. Settings and compression values are maintained when tester is cycled off and on.

**Cylinder Advance Button**
Pressing this button advances the cylinder number by one in preparation for the next cylinder compression test.

**Clear Button**
Presses the maximum compression value shown for the indicated cylinder. Clears the values for all cylinders and returns to cylinder #1 when held for 3 seconds.

**Maximum Compression Indication**
Indicates the maximum compression value for the indicated cylinder.

**Pressure Relief Button**
Zeroes the current pressure in preparation for the next test. Allows multiple tests without disconnecting the tester.
Engine Diagnostic Equipment

**MV5535 Digital Diesel Compression Test Kit**

This comprehensive diesel engine compression test kit features an electronic tester that memorizes the peak compression value for each cylinder. When testing is complete, the values can be quickly reviewed at the push of a button. The kit also includes two (2) injector adapters and four (4) glow plug adapters for testing most modern diesel cars and light trucks sold in the United States.

**Features:**
- Stores maximum compression value for up to 12 cylinders
- Backlit LC display is easy to read from any angle and in any light
- Uses standard 9V battery for convenience and cost
- Automatically shuts off after 3 minutes of non-use (memory is retained)
- Rubber boot protects the gauge from bumps and drops
- Sealed, grease- and oil-resistant gauge face prevents contamination of electronics
- Displays values in PSI, Bar and kPa

**Includes:**
- Digital compression tester comprising of test gauge with rubber boot, 15" (380 mm) long, high-pressure hose, quick-change coupler
- Adapters MVA5601, MVA5602, MVA5603, MVA5604, MVA5605, MVA5606, MVA5607
- Injector Adapter (Dodge 24V 5.9L Cummins (1999-2003), 5.9L Cummins ISB and ISBE)
- Injector Adapter (Case/Cummins Series "B" 2.9L, 3.9L, 5.9L through 1998)
- Glow Plug Adapter (GM 4.3L, 5.7L (1978-1985), Navistar 6.9L, 7.3L through 1994)
- Glow Plug Adapter (GM 6.2L, 6.5L V8)
- Glow Plug Adapter (Ford/Navistar 7.3L Power Stroke (1994-2003))
- Glow Plug Adapter (Volkswagen 1.9L TDI)
- Right-angle Adapter
- Field service kit
- Custom-molded case
- User manual (English/French/Spanish/German)

**Specifications:**

<table>
<thead>
<tr>
<th>Maximum Pressure:</th>
<th>1,000 psi (6890 kPa) (68.9 bar)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Packaged Weight:</td>
<td>5.2 lbs (2.36 kg)</td>
</tr>
<tr>
<td>Case Size:</td>
<td>15.7&quot; wide x 12.4&quot; tall x 3.2&quot; deep (400 mm wide x 315 mm tall x 82 mm deep)</td>
</tr>
</tbody>
</table>

**MV5536 Digital Diesel Compression Tester**

The Mityvac MV5536 electronic diesel compression tester memorizes the peak compression value for up to 12 cylinders. After testing, the values can be quickly reviewed at the push of a button. Capable of testing compression up to 1,000 psi (6890 kPa) (68.9 bar). The tester features a backlit LC display that is easy to read in any light. Its oil- and grease-resistant gauge face and rubber boot make it durable, and the custom case has room for storing adapters.

**Features:**
- Stores maximum compression value for up to 12 cylinders
- Backlit LC display is easy to read from any angle and in any light
- Uses standard 9V battery for convenience and cost
- Automatically shuts off after 3 minutes of non-use (memory is retained)
- Rubber boot protects the gauge from bumps and drops
- Sealed, grease- and oil-resistant gauge face prevents contamination of electronics
- Displays values in PSI, Bar and kPa

**Includes:**
- Digital compression tester comprising of test gauge with rubber boot, 15" (380 mm), high-pressure hose and quick-change coupler
- Custom-molded case
- User manual (English/French/Spanish/German)

**Specifications:**

<table>
<thead>
<tr>
<th>Maximum Pressure:</th>
<th>1,000 psi (6890 kPa) (68.9 bar)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Packaged Weight:</td>
<td>2.5 lbs (1.11 kg)</td>
</tr>
<tr>
<td>Case Size:</td>
<td>12.5&quot; wide x 8.4&quot; tall x 3.8&quot; deep (315 mm wide x 210 mm tall x 95 mm deep)</td>
</tr>
</tbody>
</table>
Diesel engines utilize a fuel injector on each cylinder to inject fuel for combustion. Although they do not use spark plugs to ignite the fuel, most utilize glow plugs to aid cold starts. In order to access the compression within a cylinder, an adapter is required which replaces either the injector or the glow plug. Mityvac offers injector and glow plug adapters to facilitate testing of most diesel engines in use in cars and light trucks, industry, construction, marine and agriculture. In addition we offer MotoMeter™ and Snap-on™ adapters that allow the use of Mityvac testers with these brands of test adapters. All Mityvac adapters are designed for use with our digital or analog compression testers.

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Adapter No</th>
<th>Thread Size</th>
<th>Model/Engine</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allis-Chalmers</td>
<td>MVA5620</td>
<td>M12 x 1.25, M18 x 1.50</td>
<td>6000, 7000, 10000, 11000</td>
</tr>
<tr>
<td>Audi</td>
<td>MVA5622</td>
<td>All U.S. models</td>
<td></td>
</tr>
<tr>
<td>BMW</td>
<td>MVA5613</td>
<td>M12 x 1.25, M18 x 1.50</td>
<td>2.4L</td>
</tr>
<tr>
<td>J.I. Case</td>
<td>MVA5619</td>
<td>70 Series, 188 &amp; 207 cid w/ pencil-type injector</td>
<td></td>
</tr>
<tr>
<td>J.I. Case</td>
<td>MVA5620</td>
<td>70 &amp; 90 series, 1570, 2470, 2480, 4890 engines w/ non-pencil-type injector</td>
<td></td>
</tr>
<tr>
<td>Perkins</td>
<td>MVA5619</td>
<td>1100 &amp; 3200 series pencil-type injector</td>
<td></td>
</tr>
<tr>
<td>Caterpillar</td>
<td>MVA5618</td>
<td>D336, 1674, 1676, 3408, 3408, 3412</td>
<td></td>
</tr>
<tr>
<td>Chevrolet</td>
<td>MVA5614</td>
<td>M10 x 1.25</td>
<td>1.8L, 2.2L LUV/Isuzu</td>
</tr>
<tr>
<td>Cummins/Case</td>
<td>MVA5602</td>
<td>B series, 2.9L, 3.9L, 5.9L</td>
<td></td>
</tr>
<tr>
<td>Cummins/Case</td>
<td>MVA5617</td>
<td>C series, 8.3L</td>
<td></td>
</tr>
<tr>
<td>Cummins/Case</td>
<td>MVA5623</td>
<td>NH855, V6, V8, V12, 903 V8, L10</td>
<td></td>
</tr>
<tr>
<td>Cummins</td>
<td>MVA5619</td>
<td>V-185, V-210, V-225, V-555, VT-255, VT-555</td>
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</tr>
<tr>
<td>Cummins</td>
<td>MVA5622</td>
<td>4BT, 4.2L bored, 5.9L</td>
<td></td>
</tr>
<tr>
<td>Detroit Diesel</td>
<td>MVA5621</td>
<td>53, 71, 92, 110, 148, V5, V71</td>
<td></td>
</tr>
<tr>
<td>Deutz</td>
<td>MVA5613</td>
<td>M12 x 1.25, M18 x 1.50</td>
<td>Most models</td>
</tr>
<tr>
<td>Dodge</td>
<td>MVA5602</td>
<td>5.9L, 12V Cummins (1989-1998)</td>
<td></td>
</tr>
<tr>
<td>Dodge</td>
<td>MVA5601</td>
<td>5.9L, 24V Cummins (1998-2005)</td>
<td></td>
</tr>
<tr>
<td>Fiat Allis</td>
<td>MVA5620</td>
<td>M10 x 1.25</td>
<td>8035-02-300, 8035-02-301, 8035-02-302, 8045-02, 8045-03</td>
</tr>
<tr>
<td>Fiat Allis</td>
<td>MVA5603</td>
<td>M10 x 1.0</td>
<td>Navistar 6.9L &amp; 7.3L through 1994</td>
</tr>
<tr>
<td>Fiat Allis</td>
<td>MVA5605</td>
<td>M10 x 1.0</td>
<td>Navistar 7.3L Power Stroke</td>
</tr>
<tr>
<td>Ford</td>
<td>MVA5612</td>
<td>M10 x 1.25</td>
<td>Escort, Lynx, Tempo, Topaz (1984-85)</td>
</tr>
<tr>
<td>Ford</td>
<td>MVA5603</td>
<td>M10 x 1.25</td>
<td>5.9L, 24V Cummins (1998-2005)</td>
</tr>
<tr>
<td>Ford</td>
<td>MVA5604</td>
<td>M10 x 1.0</td>
<td>International VT365 and Ford Power Stroke 6.9L engines</td>
</tr>
<tr>
<td>Ford/Mazda</td>
<td>MVA5612</td>
<td>M10 x 1.25</td>
<td>2.0L &amp; 2.2L Ford products including Ranger</td>
</tr>
<tr>
<td>Ford/Mazda</td>
<td>MVA5603</td>
<td>M10 x 1.0</td>
<td>4.3L &amp; 5.7L (1978-85)</td>
</tr>
<tr>
<td>GM</td>
<td>MVA5604</td>
<td>M10 x 1.0</td>
<td>6.2L &amp; 6.5L V8</td>
</tr>
<tr>
<td>GM</td>
<td>MVA5613</td>
<td>M12 x 1.25, M18 x 1.50</td>
<td>W4, W7, W7HV (GM trucks)</td>
</tr>
<tr>
<td>HIC</td>
<td>MVA5611</td>
<td>M10 x 1.25</td>
<td>Duromax 6000</td>
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<td>HIC</td>
<td>MVA5620</td>
<td>M10 x 1.25</td>
<td>D361, DT361 D429, DT429, DV462, DV550, DT550, DT573, DV573, DV573, 361, 407</td>
</tr>
<tr>
<td>Isuzu</td>
<td>MVA5614</td>
<td>M10 x 1.25</td>
<td>4L, 2.2L</td>
</tr>
<tr>
<td>Isuzu</td>
<td>MVA5611</td>
<td>M10 x 1.25</td>
<td>6.6L</td>
</tr>
<tr>
<td>John Deere</td>
<td>MVA5619</td>
<td>M10 x 1.25</td>
<td>NPR, KS, NGR (trucks)</td>
</tr>
<tr>
<td>John Deere</td>
<td>MVA5620</td>
<td>M10 x 1.25</td>
<td>Pencil Injector–Early 300, 400, 500 Series &amp; 276, 404, 531 CID engines</td>
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<tr>
<td>Kubota</td>
<td>MVA5602</td>
<td>M10 x 1.25</td>
<td>Some models</td>
</tr>
<tr>
<td>Lincoln</td>
<td>MVA5613</td>
<td>M12 x 1.25, M18 x 1.50</td>
<td>2.4L Mark VII, Continental (1984-85)</td>
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<tr>
<td>Lincoln</td>
<td>MVA5612</td>
<td>M10 x 1.25</td>
<td>Mark VII, Continental w/ Volvo engines</td>
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<tr>
<td>Mack</td>
<td>MVA5602</td>
<td>M10 x 1.25</td>
<td>END 405, 457, 475, 510, 605, 672, 673, 674, 711, 864 &amp; NDT 673, 675, 676, 865, 866</td>
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<tr>
<td>Mercedes</td>
<td>MVA5622</td>
<td>M10 x 1.25</td>
<td>Cars &amp; trucks w/ 24 mm ports</td>
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<tr>
<td>Mercedes</td>
<td>MVA5613</td>
<td>M12 x 1.25, M18 x 1.50</td>
<td>250, 300, 300 Turbo, 300 Turbo</td>
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<tr>
<td>Mercedes</td>
<td>MVA5624</td>
<td>M10 x 1.25</td>
<td>Mercedes MB8 900 and MVE-4000</td>
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<td>Mitsubishi</td>
<td>MVA5612</td>
<td>M10 x 1.25</td>
<td>2 &amp; 3 cylinder engines, some Fuso</td>
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<tr>
<td>Navistar</td>
<td>MVA5618</td>
<td>M10 x 1.25</td>
<td>DT360, DT466, 9.0L, 312, 360, 414, 436 &amp; 446 cid up to 1997</td>
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<td>Nissan</td>
<td>MVA5612</td>
<td>M10 x 1.25</td>
<td>2.2L &amp; Medium LD truck</td>
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<td>Onan</td>
<td>MVA5620</td>
<td>M10 x 1.25</td>
<td>OS2L, MS4L</td>
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<td>Perkins</td>
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<td>4.203, 4.236, 4.248, 6.354, 8.540</td>
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<td>Perkins</td>
<td>MVA5619</td>
<td>M10 x 1.25</td>
<td>1100 &amp; 3200 series pencil-type injector</td>
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<tr>
<td>Peugeot</td>
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<td>M10 x 1.25, M18 x 1.50</td>
<td>2.3L &amp; 2.5L (1978-86)</td>
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<tr>
<td>Scania</td>
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<td>M10 x 1.25</td>
<td>DN11, DS11</td>
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<td>Toyota</td>
<td>MVA5614</td>
<td>M10 x 1.25</td>
<td>1.8L</td>
</tr>
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<td>Toyota</td>
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<td>M10 x 1.25</td>
<td>2.2L</td>
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<tr>
<td>Volkswagen</td>
<td>MVA5622</td>
<td>All except 1.6L &amp; 1.9L TDI</td>
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<tr>
<td>Volkswagen</td>
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<td>1.6L</td>
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<tr>
<td>Volkswagen</td>
<td>MVA5613</td>
<td>M12 x 1.25, M18 x 1.50</td>
<td>1.9L TDI</td>
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<td>1155</td>
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<td>Waukesha</td>
<td>MVA5620</td>
<td>180DLC, 190D, 1950, 197D</td>
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<td>White Farm</td>
<td>MVA5620</td>
<td>66, 77, 88, 99, 166, 177, 188, 199, 550, 660, 770, 880, 950, 1550, 1600, 1650, 16655, 1790, 17955, 1800, 2200, 2300, 3000</td>
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<tr>
<td>Wisconsin</td>
<td>MVA5620</td>
<td>340, 350, 430, 660, 670, 750, 860, 1000</td>
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</tbody>
</table>

*Included in MV5535 Kit
**MV5534 Analog Diesel Compression Tester**

The Mityvac MV5534 diesel compression tester features an accurate glycerin-filled gauge capable of testing cylinder compression up to 1,000 psi (6890 kPa) (68.9 bar). It has a long 15” (380 mm) high-pressure hose with a quick-change coupler for getting into extremely tight areas. It also features a push-button pressure relief valve for running consecutive tests without disconnecting the gauge. The tester comes in a custom-molded case with extra storage space for adapters.

**Features:**
- Heavy-duty gauge is glycerin filled to dampen needle bounce
- Push-button pressure relief allows repeated tests without disconnecting the tester
- Quick-change coupler is convenient for getting into tight spaces
- Rubber boot protects the gauge from bumps and drops
- Units of measure include PSI, kg/cm² and Bar
- Includes custom-molded case with extra space for adapters

**Includes:**
- Compression tester comprising of glycerin-filled test gauge with rubber boot, 15” long (380 mm long) high-pressure hose and quick-change coupler
- Custom-molded case
- User manual (English/French/Spanish/German)

**Specifications:**
- Maximum Pressure: 1,000 psi (6890 kPa) (68.9 bar)
- Packaged Weight: 2.5 lbs (1.14 kg)
- Case Size: 12.5" wide x 8.4" tall x 3.8" deep (315 mm wide x 210 mm tall x 95 mm deep)

**MV5520 Compression Test Kit**

Designed for dry and wet automotive cylinder compression testing to detect ring or cylinder head problems, sticking valves, blown head gasket(s) and more. Pressure gauge has a large easy-to-read face, and includes hose and adapters for testing engines with 14 mm and 18 mm short thread and 14 mm long thread spark plugs. Not for use on diesel engines.

**Features:**
- Manual pressure release for maintaining peak readings
- Large easy-to-read gauge face with multi-colored scales
- Professional-grade threaded adapters for leak proof seals
- Quick-disconnect coupler speeds up cylinder changes

**Includes:**
- 2¾” (70 mm) diameter Bourdon tube gauge (readings indicated in four (4) scales of measure (bar, psi, kPa, and kg/cm²) with pressure release and quick-change coupler.
- 14 mm and 18 mm short-thread adapter with 15” (380 mm) hose
- 14 mm long-thread adapter
- User manual (English/Spanish/French)

**Specifications:**
- Packaged Weight: 1.0 lb (0.45 kg)
- Size: 5" wide x 12" tall x 1¼” deep (125 mm wide x 305 mm tall x 35 mm deep)
- Max. Pressure: 300 psi (21 kg/cm²) (20.5 bar) (2,070 kPa)
**MV5525 Compression Tester**

This quick-test style tester does not require threading into the spark plug hole, making it an ideal, economic solution for quickly diagnosing engine compression problems such as worn piston rings, sticking or burnt valves, blown gasket(s) or carbon build-up in cylinders, on cars and small engines. Not for use on diesel engines.

**Features:**
- Large easy-to-read pressure gauge
- Universal rubber adapter fits virtually any size spark plug hole
- Manual release valve holds peak pressure readings for easy recording
- Small compact unit fits conveniently into tool box

**Includes:**
- 23/4" (70 mm) diameter Bourdon tube gauge (readings indicated in psi and kPa) with manual pressure release, 15" (380 mm) braided hose and GM/Chrysler adapter
- Ford adapter
- 6’ (1.8 m) fuel drain hose
- User manual (English/Spanish/French)

**Specifications:**
- Packaged Weight: 6.7 oz (190 g)
- Size: 6” tall x 2¾” dia. (150 mm tall x 70 mm dia.) gauge
- Max. Pressure: 300 psi (21 kg/cm²) (20.5 bar) (2,070 kPa)

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**MV5515 Fuel Injection Pressure Test Kit**


**Features:**
- Large, easy-to-read gauge with 0 - 100 psi (0 - 700 kPa) scale
- Manual pressure release
- High-pressure braided hose with solid brass fittings

**Includes:**
- 2¾" (70 mm) diameter Bourdon tube gauge (readings indicated in psi and kPa) with manual pressure release, 15" (380 mm) braided hose and GM/Chrysler adapter
- Ford adapter
- 6’ (1.8 m) fuel drain hose
- User manual (English/Spanish/French)

**Specifications:**
- Packaged Weight: 1.0 lb (0.45 kg)
- Packaged Size: 5” wide x 12” tall x 1⅜” deep (125 mm wide x 305 mm tall x 35 mm deep)
- Max. Pressure: 100 psi (700 kPa)

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**MV5511 Vacuum/Pressure Gauge and Fuel Pump Tester**

Designed for performing pressure and vacuum tests on mechanical and electrical fuel pumps (up to 10 psi), this valuable instrument can also diagnose a wide variety of engine problems including improper valve timing, burned, chipped or stuck valves, sticking choke, leaking manifold, improper fuel mixture and more. The detailed gauge face illustrates normal and abnormal ranges of vacuum, and provides input for diagnosing common malfunctions.

**Features:**
- Large 3½" (90 mm) diameter gauge indicates both pressure and vacuum
- Gauge face illustrates normal and abnormal operating ranges, and provides input for diagnosing common malfunctions
- Includes instructions for testing and diagnosing fourteen (14) critical engine and fuel pump functions

**Includes:**
- 3½" (90 mm) compound gauge (readings indicated in psi, kg/cm², in. Mercury (Hg), and cm Mercury (Hg)) with barb fitting
- 24” (610 mm) oil-resistant hose
- Universal fuel line adapter
- Tapered adapter
- Tee adapter
- User manual (English/Spanish/French)

**Specifications:**
- Packaged Weight: 12.3 oz (350 g)
- Packaged Size: 5” wide x 12” tall x 1⅜” deep (125 mm wide x 305 mm tall x 35 mm deep)
- Max. Pressure: 10 psi (0.7 kg/cm²)
- Max. Vacuum: 28 in. Hg (70 cm Hg)