

Turbo Charge pressure



Has anybody driven a turbo diesel vehicle without turbo? Landrovers are specially sensitive in this regard. Without enough oxygen the car will move only very slowly and without any power. Not enough turbo pressure can have many root causes (eg broken seam on the radiator, damaged turbo charger, inoperative exhaust recycling, untight brackets, leaking tube and so on). It is therefore important to detect an evolving system failure as early as possible to prevent any serious damages. If the charging pressure diminishes or shows signs of irregularity it indicates in many cases a defect in the cooling system. Where exactly the fault is must be detected along the system. In many cases, a potential break down can be prevented with simple means (eg sealing).



Measuring instruments are able to detect irregularities much earlier than the driver. This is the reason why I installed a charging-air pressure manometer in my Zebra. My vehicle achieves 1.2 bar pressure. In case of engine tuning, this can be higher (whether this does any good to the engine is another question). However, also the manometer has a snag. Although it shows actual pressure it does not sound any alarm when irregularities occur. It would be possible to install kind of a warning lamp when charging pressure is too low at a certain engine speed. But that was too laborious for me. In addition, the alarm would not be triggered with small leakages (eg when the needle only 'shivers'). I therefore have to monitor the instrument once in a while during driving. With the time I got accustomed to it and today it is simple routine.



The instrument has not to be fixed stringently on the dashboard. Maybe the Technical Inspection Agency will oppose because of potential restriction of the view. (so happened with me).

You can buy this kind of instrument at most automotive specialist shops. Even some discounters offer them today. Mine cost 70 CHF and I am absolutely happy with it.