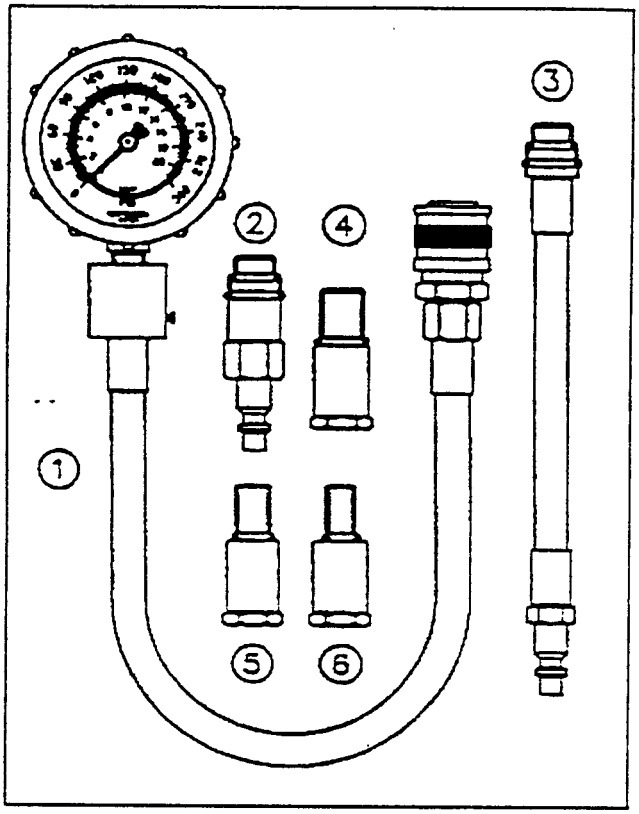
SEALEY Professional TOOLS
AUTO SERVICE LINE

VS200
PETROL ENGINE UNIVERSAL COMPRESSION TEST KIT

FOR MOST PETROL ENGINES



STANDARD PARTS LIST

1. VS200/1 Gauge & Hose Assembly
2. VS200/2 M18/M14 Solid Adaptor
3. VS200/3 M18/M14 Flexible Adaptor
4. VS200/4 M14 Long Reach Adaptor
5. VS200/5 M12 Long Reach Adaptor
6. VS200/6 M10 Long Reach Adaptor

Applications

Most petrol engines in cars, light vans and motorcycles.

The VS200 Petrol Engine Universal Compression Test Kit is indispensable for testing the most important single element indicating engine condition - cylinder compression. When engine performance is down, or if misfiring occurs which cannot be attributed to ignition or fuel systems, a compression test can provide diagnostic clues as to the engines condition. If the test is performed regularly, it can give warning of trouble before any other symptoms become apparent. As a guide engines having a compression pressure in excess of 6.9 bar (100psi), compression loss should not exceed 0.69 bar (10psi), on older engines with lower compression pressure, loss should not exceed 0.35 bar (5psi).

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Instructions for use

1. Check engine oil is up to recommended level.
2. Run engine to normal operating temperature.
3. Switch off the ignition.
4. Set accelerator in the open position.
5. Remove the spark plugs.
6. Assemble gauge, hose and relevant extension/adaptor and screw into the first plug port ensuring a good seal.
7. Turn over the engine using the starter motor and note the maximum reading on the gauge.
8. Depress the relief valve to release the pressure.
   IMPORTANT! Face away from the gauge and operate the relief valve at arms length to avoid the released high pressure.
9. Disconnect the compression tester and adaptor and install on the next cylinder. Repeat the test for each of the remaining cylinders in turn. A variation in compression readings between cylinders is often a better indication of an engine problems than the absolute values of compression.
   Refer to the engine manufacturers workshop manual for compression data.

WARNING!
Do not attempt to operate this equipment unless you have read and understood the instructions for use.

IMPORTANT!
Compression should build up quickly in a healthy engine. A low compression on the first stroke, followed by gradually-increasing pressure on successive strokes, indicates worn piston rings. A low compression reading on the first stroke, which does not build up during successive strokes, indicates leaking valves or a faulty head gasket (a cracked head could also be the cause). Deposits on the under sides of the valve heads can also cause low compression.
If the pressure in any cylinder is considerably lower than the others, introduce a small quantity of clean oil into that cylinder through its spark plug hole, and repeat the test. If the addition of oil temporarily improves the compression pressure, this indicates that bore or piston wear is responsible for the pressure loss. No improvement suggests that the leakage is past the valves, or a faulty head gasket may be to blame.

A low reading from two adjacent cylinders suggests a faulty head gasket between the two cylinders. The presence of coolant in the engine oil will confirm this.
If the compression is unusually high, the combustion chambers are probably coated with carbon deposits. If this is the case, the cylinder head should be removed and de-carbonised.

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