

Thank you for purchasing a Sealey product. Manufactured to a high standard this product will, if used according to these instructions and properly maintained, give you years of trouble free performance.



IMPORTANT: PLEASE READ THESE INSTRUCTIONS CAREFULLY. NOTE THE SAFE OPERATIONAL REQUIREMENTS, WARNINGS AND CAUTIONS. USE THE PRODUCT CORRECTLY AND WITH CARE FOR THE PURPOSE FOR WHICH IT IS INTENDED. FAILURE TO DO SO MAY CAUSE DAMAGE AND/OR PERSONAL INJURY AND WILL INVALIDATE THE WARRANTY. PLEASE KEEP INSTRUCTIONS SAFE FOR FUTURE USE.

1. SAFETY INSTRUCTIONS

- WARNING!** Ensure all Health & Safety, local authority and general workshop practice regulations are strictly adhered to when using tools.
- DO NOT** use equipment if damaged.
- Maintain the equipment in good and clean condition for best and safest performance.
- If required, ensure vehicle to be worked on is adequately supported with axle stands, ramps and chocks.
- Wear approved eye protection. A full range of personal safety equipment is available from your Sealey dealer.
- Wear suitable clothing to avoid snagging. **DO NOT** wear jewellery and tie back long hair.
- Account for all tools and equipment being used and **DO NOT** leave them in, on or near engine.
- DO NOT** use this equipment when tired or under the influence of drugs, alcohol or intoxicating medication.
- When not in use, place in protective case and store in a safe, dry, childproof area.
- IMPORTANT:** Always refer to the vehicle manufacturer's service instructions, or a proprietary manual, to establish the current procedure and data. These instructions are provided as a guide only.
- WARNING!** The warnings, cautions and instructions referred to in this manual cannot cover all possible conditions and situations that may occur. It must be understood that common sense and caution are factors which cannot be built into this product, but must be applied by the operator.

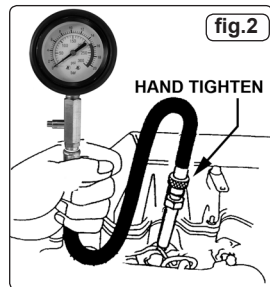
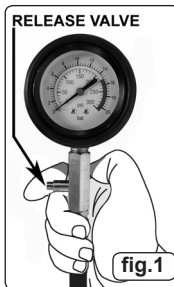


2. INTRODUCTION

Ø57mm Gauge fitted with heavy rubber bumper, 150mm hose and M14/M18 fitting. Scale reads from 0-20bar(0-290psi). Suitable for most petrol engined cars and light commercials. Includes five adaptors and two thread chasers covering four plug thread sizes. Supplied in carry-case.

3. TEST PROCEDURE

- WARNING!** Always release the pressure via the release valve **before** disconnecting the tester. Press the release valve slowly to release pressure gradually. Refer to fig.1.
- NOTE!** A variation in compression readings between cylinders is often a better indication of engine faults than the absolute values of compression.
- 3.1 Run the engine until it reaches the normal operating temperature.
- 3.2 Stop the engine and disconnect all HT leads, numbering them according to the cylinder to which they were connected.
- WARNING!** At normal operating temperature the engine and components will be **HOT**.
- 3.3 Loosen all spark plugs by about half a turn, but **DO NOT** remove them.
- 3.4 Using an air hose or wire brush, remove all the dirt and debris from the spark plug wells.
- 3.5 Remove the spark plugs and place them on a clean, flat surface in the cylinder order in which they were removed.



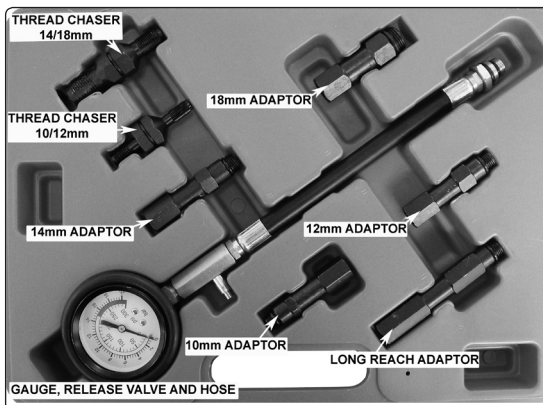
- 3.6 Remove the air filter and set the throttle butterfly valves to the wide open position, taking care not to damage the linkage or throttle components
- ▲ **IMPORTANT: After test, failure to return the throttle butterfly valves to the closed position before starting the engine can cause serious damage to the engine.**
- 3.7 Disable the ignition system, following the manufacturer's recommendations in the vehicle service manual.
- 3.8 Select the spark plug adaptor required for the vehicle (either 10,12,14 or 18mm). Screw the adaptor to the hose. Screw the spark plug adaptor and hose assembly into a spark plug well. Hand tighten only. If the well is deeply recessed the long reach adaptor can be inserted between the hose and the standard adaptor in use. **DO NOT** use a wrench. Refer to fig.2.
- 3.9 Crank the engine for at least five compression strokes, or until the pressure reading on the gauge stops rising.
- 3.10 Record the compression reading, then push the side release valve to relieve the pressure.
- 3.11 Repeat the test and record the reading. Relieve the pressure and remove the hose and adaptor from the spark plug well.
- 3.12 Repeat for the remaining cylinders.

4. GAUGE READINGS

- 4.1 On a normal cylinder, the gauge needle should travel up the scale on each compression stroke until it reaches peak value. All cylinders should indicate a pressure that is within the vehicle manufacturer's specifications, and the readings should not vary by more than 10% between cylinders.
- 4.2 If the gauge needle does not travel up the scale or if it remains at the same value for several strokes and then starts to climb, the fault could be with a valve sticking.
- 4.3 If the compression reading is considerably higher than the vehicle manufacturer's specification, the problem may be carbon build-up in the cylinder head. It can also indicate that either the piston, or the cylinder head, may have been modified.
- 4.4 If a reading on two adjacent cylinders is 20psi (or more) lower than the other cylinders, the fault may be a cracked cylinder head or defective head gasket. Under these conditions, both coolant and oil may be found in both cylinders.
- 4.5 If the readings are low, or vary widely between cylinders, pour a teaspoon of SAE 30 oil into each cylinder and re-test them. If the readings increase considerably, the fault may be a piston ring defect or worn cylinder bores. If the readings remain about the same, the valves and/or associated components may be at fault. A holed piston may also cause the same results.

5. POST TEST PROCEDURE

- 5.1 Clean, re-gap and reinstall the spark plugs in the same order in which they were removed, or replace with new spark plugs.
- 5.2 Reconnect each HT lead to the spark plug it was connected to prior to removal.
- 5.3 Return the throttle butterfly valves to the closed position.
- ▲ **IMPORTANT: After test, failure to return the throttle butterfly valves to the closed position before starting the engine can cause serious damage to the engine.**
- 5.4 Reconnect the ignition system wiring disabled in paragraph 3.7.



Parts support is available for this product. To obtain a parts listing and/or diagram, please log on to www.sealey.co.uk, email sales@sealey.co.uk or phone 01284 757500.

NOTE: It is our policy to continually improve products and as such we reserve the right to alter data, specifications and component parts without prior notice.

IMPORTANT: No liability is accepted for incorrect use of product.

WARRANTY: Guarantee is 12 months from purchase date, proof of which will be required for any claim.

INFORMATION: For a copy of our latest catalogue and promotions call us on 01284 757525 and leave your full name and address, including postcode.



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