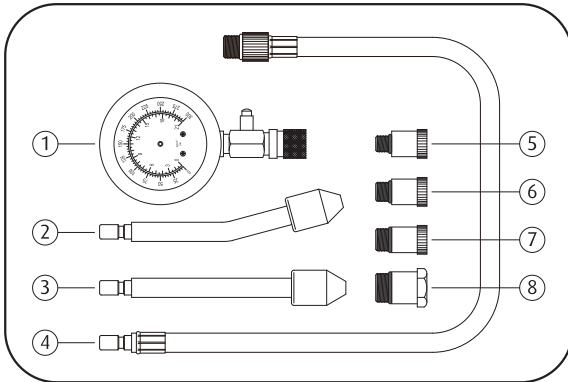


**8PCS PETROL ENGINE COMPRESSION TEST SET**

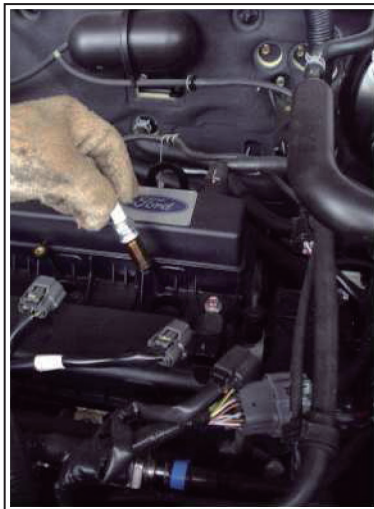
■ **Specification :**



1. Gauge (0~300psi)
2. Steel test hose
3. Straight steel test hose
4. Rubber test hose
5. M10xP1.0 Adaptor
6. M12xP1.25 Adaptor
7. M14xP1.25 Adaptor
8. M18xP1.5 Adaptor

■ **Preparation :**

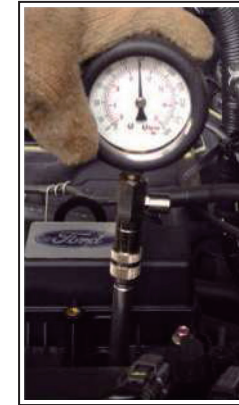
1. Stop engine then disconnect the spark plug and the connecting wires.
2. Choose an appropriate adaptor and hose, attach them into cylinder.



**! WARNING** This tester is only suitable for gas cylinder.

■ **Test :**

1. Connect the quick coupling's head of air gauge assembly to the rubber test hose or one of steel hoses; screw the hose into the spark plug hole.
2. Start engine to run at least 4 compression strokes or until the pressure of air gauge remains a fix level.
3. Remove the tester and return air gauge to zero. Connect the spark plug and wires back after the test is done.



■ **Results Analysis :**

1. A normal cylinder, the pressure should be getting higher after each compression stroke then up to the maximum. The pressure of each cylinder in the same engine should follow the standards set by the manufacturer.
2. If the pressure remains the same or not getting higher until several compression strokes, then the valve is probably clogged.
3. If the pressure in two adjacent cylinders is not more than 20 lbs, lower than another cylinder, then the gasket in the head is probably damaged.
4. If the pressure is much higher than the standard set by the manufacturer, then probably carbon deposits is existed.
5. If the pressure is low or a big difference between the cylinders, get a teaspoon of SAE30 oil into each cylinder then test again. After this test, if the pressure increased much, the problem is probably the cylinder was not seated properly or the piston ring was worn out. If the pressure not changed much, then the valve is probably leaked.