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Engine Leak Down Tester

Step 1: Warm up motor to operating temperature.

Step 2: Remove all spark plugs, put transmission in neutral, block wheels.

Step 3: Remove rocker arms of cylinder to be checked

Step 4:  Important WARNING: TURN THE MOTOR OVER SO THE PISTON OF THE CYLINDER TO BE TESTED IS AT BOTTOM DEAD CENTER. If not the motor will suddenly turn over when you connect the air. This could cause serious injury or death.

Step 5: Screw the included hose into the spark plug hole just tight enough so it doesn't leak (ANY leakage will give you a false reading).

Step 6: Connect the tester to the hose and then the tester to your air line (must be over 105 psi).

Step 7: Adjust the regulator knob on the tester until the small gauge reads exactly 100.

Step 8: Read the leakdown on the larger right gauge.

It will be somewhere between 3 - 5% (fresh engine) and 20 - 30% (tired engine). Consult your engine builder on what to expect. Different ring combinations and cylinder finishes can give different leakdowns. He will also advise you at what point you need a rebuild. Of course you can also use your own experience as a guide.

Step 8: Adjust the regulator knob down to read approximately 20 psi. on the small gauge. Disconnect the air line first, then the hose to the engine. Repeat all steps above for the other cylinders if desired.

Do not drop the unit. Keep it clean and dry. Do not connect to an airline of more than 175 psi.

Leakdown normally comes past the rings. However if your leakdown is excessive listen for a leaking valve at the carb (intake valve) or at the exhaust (exhaust valve). It is a good idea to check several cylinders and keep a record of the leakdown and the number of laps run.