

J&S Technical Information

Cylinder Leakage Tester - G6550

Instructions

- Turn regulator knob fully anti-clockwise. Do not connect spark plug adapter hose yet.
- Connect regulator to air supply. Turn regulator knob clockwise until the gauge reads in the middle of the "Set" position.
- Make sure the vehicle to be tested is in park or neutral with ignition off and hand brake on. Keep hands and clothing away from engine compartment as rotation of the engine may occur. Wear eye protection. Tool is now ready to connect to the engine.
- Remove all spark plugs and place the cylinder to be tested to "Top Dead Centre' (TDC) on the compression stroke. (so that exhaust and intake valves are both closed)
- Hand tighten the adapter hose into spark plug hole, and connect other end into the quick coupler on the tester. Make sure the quick coupler is fully engaged with the locking sleeve in position.
- The gauge will now read percentage of leakage in the cylinder. Readings for each cylinder should be taken and compared.



Interpretation Of Results

Due to standard engine clearances and normal wear, no cylinder should be expected to have zero leakage. It is important that all cylinders have a fairly consistent reading.

By listening for escaping air at the carburettor intake, exhaust system, and crankcase breather, cause of leakage can be determined. If more than one problem exists, this tool will only indicate area of greatest leakage.

Air escaping from dipstick, crankcase breather, or sump plug hole = Defective rings or cylinder.

Air escaping from exhaust = Bad exhaust valves.

Air escaping from fuel intake system = Bad intake valves

Air escaping from adjacent spark plug hole or bubbles in radiator = Leaking head gasket or crack in block or head.

(Picture Shows optional extra Diesel Connector Hose G6560 which allows the unit to be connected to any of our Diesel adaptors. For details of adaptors see G6602CS)

