CLAS AC 0100 Petrol Compression Gauge With Recorder User Manual

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WARNING

Before returning this product for any reason (installation problem, instructions for use, breakdown, manufacturing problem…), please contact us.

Contact :
You can reach us by mail sav@clas.com or by phone **+33(0)4 79 72 69 18** or go directly to our website clas.com

If you have changed your mind regarding your purchase, please return this product before you attempt to install it.

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DESCRIPTION

PETROL COMPRESSION TESTER, made in 2 models, for petrol (exist for Diesel engines – ref AC 0200), in coming on the market with some important technical advamntages for making easier the work of the mechanic, and consequently it is considered a market leader compared with similar models.

TECHNICAL PROPERTIES

- Card with wide reading scale: scale 4-17 (for petrol engins), distributed on about 50 mm, gives a diagram easy readable andaccurate to a precise degree.
- Possibility of recording on the card 8 test (+2 optional ones).
- New connection system on the spark-plug hole (for petrol engines) through a very simple quick connection: The pressure caused by the cylinder keeps the connector in place.

UTILISATION

- Warm the engine to its normal operating temperature.
- Stop the engine and put the gear in neutral.
- Remove all the spark-plugs or injectors or heater plugs.
- Open fully the throttle of the carburettor (for petrol engines only).
- Turn the engine over for a few revolutions to remove loose carbons.
- Put a new card holder and insert it inside the compression tester, as shown in the drawing. In that case, the writing needle in on the inscription “cylinder 1”.

 Important. The wrong position of the bonnet prop could cause the bonnet to slam shut.

 Be careful to make sure scarves, ties and other items of loose clothing do not become accidentally trapped in moving parts; this could result in dragging with serious consequences for the wearer.

 When the engine is hot, proceed carefully inside the engine compartment: danger of burns. Remember that when the engine is hot, the electric fan could switch on: injury hazard.

 Always use personal protective equipment: safety glasses gloves- etc.

PETROL ENGINES – Put inside the spark-plug hole tight quick connector of the compression tester and keep lightly pressed during the first engine revolutions. The rubber of the connector blows up and remains blocked on the spark plug thread. At the end of the test, release the pressure by moving the suitable slider; then push the

quick connector towards the engine; then remove it.

- Turn the engine until the writing needle stops and holds in firm position.
- Release the pressure by moving the slider as shown. Doing that the writing needle comes back and the tight quick connection can be moved away from the spark-plug hole through light pressure on the engine.
- Advance the card of a step, pressing the suitable push-button.
- Test the compression of the second cylinder as previously explained, and so on until the last\cylinder.

TEST PROCEDURE
Looking through the feed of the needle during the test, it is possible to draw the following results about the engine conditions:

- Quick-feed of the needle during the first revolutions of the engine and slow-feed until maximum speed during the following revolutions,means piston rings and valve in good conditions.
- Slow-feed of the needle from the first revolutions of the engine, means valve seats probably burnt out.
- Quick-feed during the first revolutions of the engine and following slow-feed: general wear conditions and poor seal of the movers.

TEST RESULTS
At the end of the test, remove the card from the card-holder, and look carefully at the diagram:

- The test values accord with the specifications of the engine manufacturer and are equal each other: the tightness of the piston rings and valves is good.
- The test values are low but equal for all cylinders: general wear of the engine.
- The test values are very discordant: variable wear in the cylinders with lower value. Lacking wear in some valves. Introducing engine oil through the spark-plug hole or the injector hole, the probable piston ring losses are partly eliminated, therefore, repeating the test, if higher pressure values are reached, this means that the defect is due to the loss of elasticity of bands or cylinder deformity. If the results are same as before, check the valves.
- If the values are lower in 2 adjacent cylinders: the head gasket relating to these 2 cylinders is probably damaged. N.B. – Use only writing card on our compression tester and check the correct 4-17 calibration for petrol engine models

ACCESSORIES

- Set of 5 replacement rubbers.
- Set of 48cards 4-17.
- Adapter forM12 spark plug.C

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PETROL COMPRESSION GAUGE WITH RECORDER

If you need components or parts, please contact the reseller. In case of problems, please contact your authorized technician.

Documents / Resources

	CLAS AC 0100 Petrol Compression Gauge With Recorder [pdf] User Manual AC 0100 Petrol Compression Gauge With Recorder, AC 0100, Petrol Compression Gauge With Recorder, Compression Gauge With Recorder, Gauge With Recorder, With Recorder