

POWER HAND[®]

POWER FOR PROFESSIONALS

SIN-900.0673

Cooling System Pressure Test Kit



Refer to
Instruction
Manual



Wear Eye
Protection



Wear
Protective
Gloves



Wear
Safety
Footwear



Warning:

Ensure health and safety, local authority & general workshop practice regulations are adhered to when using tools.

Observe standard workshop safety procedures.

Remove loose-fitting clothing, ties, watches, rings, loose jewellery, & contain or tie back long hair. Wear approved eye protection, gloves & footwear.

A range of personal safety equipment is available from your powerhand distributor.

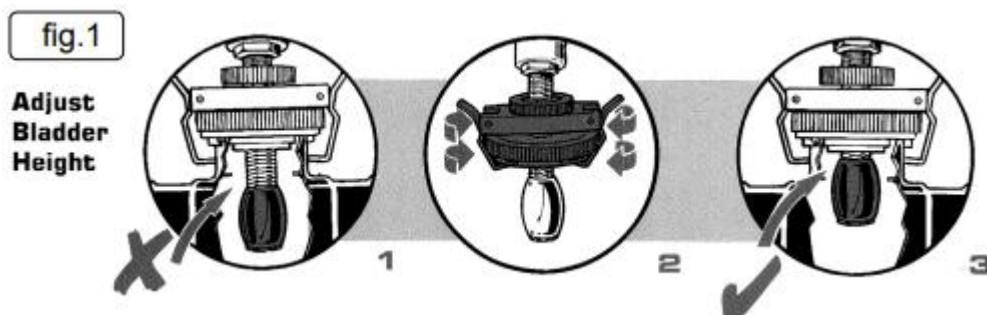
DO NOT use tools if damaged.

Maintain tool in good and clean condition for the best and safest performance

- The cooling system tester uses an inflatable bladder to seal the header tank/radiator
- Can be used on both bayonet fittings and screw cap seals
- Supplied with two adaptor rings for use with VAG-type internal header tank threads
- Quick release connectors and easy to read/operate with its clear gauge and pressure release valve

Operation:

- Remove the radiator/header tank cap and check the condition/operation – If in doubt replace the cap
- Inspect filler neck for sharp projections/debris that might damage the inflating bladder, clean if required.
- Check that the coolant level is between 'min' & 'max' indicators
- Position the bladder so that around two-thirds of the bladder sits below the lower flange of the filler neck (see below)



(It may not always be possible to fit the bladder with two-thirds below the tank/radiator neck, in these instances, the bladder should be positioned to achieve the best seal possible)

Important Notes:

DO NOT run the engine whilst pressure testing.

If the test is carried out on a hot engine a pressure drop may occur because of engine cool-down, it may not be due to a leak. For best/clear results test again after the cooldown of the vehicle.

Pressure Testing:

- Move the slide valve so that the brass bleed screw is exposed
- Adjust brass bleed screw clockwise until seated (do not overtighten, damage to the tool may occur)
- Press the brass bleed screw and slide the valve across
- Operate the hand pump to inflate the bladder to a maximum of 15psi (DO NOT exceed this pressure – due to the way the tool operates, a vigorous pump action may be initially required to get the bladder to seal initially, but exercise caution so as not to exceed pressure stated above)
- Move the slide valve back across to expose the brass bleed screw again
- Operate hand pump to pressurize the cooling system to vehicle manufacturer-stated pressure,

If system pressure is maintained then no serious leaks are present

If a pressure drop occurs, it is an indication that a system leak is present

If a continued pressure drop occurs then inspect the entire system for leaks as required

Warning:

Do not deflate the bladder until system pressure has been released and the gauge reads 0 psi.

- When the gauge shows 0 psi then unscrew the brass bleed screw and release pressure with the release valve control
- Once pressure is released then press on the brass bleed screw to slide the valve back across, bladder is now deflated, release clips and remove the tester from the vehicle.

Troubleshooting:

- If a pressure drop occurs on the bladder inflating operation -
Check the mounting of the bladder to the sleeve, check the tension of the retaining screw
- Check one-way valve is pushed over completely
- Check that the brass valve is seated correctly
- Check the condition of slide valve O-rings
- If a pressure drop occurs on the vehicle cooling system circuit,
check bladder is sealing the neck correctly
- Ensure the one-way valve in the pump unit is operating correctly
- Check brass pressure bleed screw is sealed
- Check the condition of slide valve O-rings