

## **AIRLEAK TESTER INSTRUCTIONS**

**\*\* USING THIS TEST WITH A SPRAY BOTTLE AND SOAPY WATER SOLUTION WILL AID IN FINDING THAT LEAK. WHEN YOU SPRAY THE SUSPECTED AREA WITH THE SOAPY WATER THE SOLUTION WILL FORM BUBBLES AND THAT IS YOU'RE LEAK. HOWEVER YOU MAY HAVE MORE THAN ONE AND SHOULD ALWAYS RETEST AFTER ONE LEAK IS FIXED!**

1. REMOVE CARB, INSERT THE ADAPTER FROM THE TOOL INTO THE INTAKE BOOT TIGHTEN CLAMP. MAKE SURE SPARKPLUG IS IN AND TIGHT, CHECK THE HEAD BOLTS AND THE CYLINDER BASE BOLTS FOR PROPER TORQUE BEFORE STARTING THIS PROCEDURE
2. REMOVE EXHAUST STARTING WITH THE SILENCER END THEN THE HEADER PIPE. TAKE THE EXHAUST FLANGE OFF END OF HEADER PIPE AND EITHER PUT A PIECE OF INNERTUBE BETWEEN THE MOTOR AND THE FLANGE THEN TIGHTEN FLANGE DOWN. OR USE AN EXPANDABLE PLUG AND BLOCK OFF THE EXHAUST PORT.
3. HAVE THE BOTTLE OF SOAPY WATER READY SO THAT YOU CAN SPRAY TO FIND ANY LEAKS- NEXT USING A TIRE PUMP, PUT APPROX 7 PSI INTO THE MOTOR BEING CAREFUL NOT TO GO OVER 8 PSI MAX!
4. WATCH THE GAUGE FOR 30 SECONDS, IF PRESSURE STABLE CONTINUE WITH WATCHING FOUR 5 FULL MINUTES. IF PRESSURE STAYS SOLID AT 7 PSI NO LEAKS ARE PRESENT YOU ARE DONE!
5. IF PRESSURE LOSS IS SEEN BEGIN TO SPRAY SOAPY WATER ON THE LEAK TESTER TOOL FIRST! IF TOOL LEAKS (BUBBLES) FIX THAT BEFORE PROCEEDING, IF NO LEAKS ARE PRESENT, CHECK THE PRESSURE IF BELOW 5 PSI ADD PRESSURE BACK TO 7 PSI.
6. FIRST SPRAY THE INTAKE BOOT AND REEDCASE, ALWAYS KEEPING AN EYE ON THE PRESSURE GAUGE AND KEEPING 5 PSI MINIMUM IN THE MOTOR TO FIND THE LEAK. IF NO (BUBBLES) A LEAK IS NOT PRESENT THERE.
7. NOW MOVE TO THE EXHAUST FLANGE, SPRAY AROUND THAT AND CHECK FOR LEAKS (BUBBLES). AGAIN KEEP AN EYE ON THE PRESSURE GAUGE LOWER THAN 5 PSI ADD TO 7 PSI.
8. NEXT AREA WOULD BE THE BASE OF THE CYLINDER WHERE IT BOLTS TO THE BOTTOM END. SPRAY AROUND THE BASE IF NO BUBBLES ARE FORMED MOVE TO NEXT STEP. AGAIN KEEP AN EYE ON THE PRESSURE GAUGE LESS THAN 5 PSI ADD AIR TO 7 PSI.
9. NOW IT'S TIME TO CHECK THE HEAD (TOP) OF THE CYLINDER WHERE IT BOLTS TO THE CYLINDER, USUALLY A LEAK HERE YOU WILL SEE OIL/GAS SEEPAGE BUT IT MUST BE CHECKED ANYHOW AGAIN KEEP AN EYE ON THE PRESSURE GAUGE LESS THAN 5 PSI ADD AIR TO 7 PSI.
10. NEXT YOU WILL NEED TO REMOVE THE FLYWHEEL AND STATOR ASSEMBLY, THE CLUTCH COVER, CLUTCH ASSEMBLY AND ALSO THE DRIVE GEAR ON THE CRANK. SPRAY AROUND BOTH SEALS AND LOOK FOR BUBBLES. AGAIN KEEP AN EYE ON THE PRESSURE GAUGE LESS THAN 5PSI ADD AIR TO 7 PSI. \*WHEN FINISHED SPRAY BRAKE CLEANER TO REMOVE THE SOAP/WATER SOLUTION ALLOW TO DRY BEFORE REASSEMBLY
11. LASTLY CHECK WHERE THE TWO CASE HALVES MEET-SPRAY AROUND THE WHOLE CRANKCASE- ALSO LOOK FOR BUBBLES IN THE TRANNY BREATHER TUBE BY PLACING THAT TUBE IN A CONTAINER OF SOAPY WATER SOLUTION. IF BUBBLES ARE SEEN CLAMP THEN TUBE, PUT 7 PSI IN AND WAIT FIVE MINUTES, IF IT HOLDS YOU HAVE AN INTERNAL LEAK BETWEEN THE CASE HALVES AND THEY WILL NEED TO BE DISSASSEMBLED,POSSIBLY LAPPED AND YAMABONDED BACK TOGETHER. IF ANY BUBBLES FORM ON THE OUTSIDE CASE YOU SHOULD ALSO DISSASSEMBLE, LAP AND YAMABOND BACK TOGETHER.
12. ALWAYS RETEST AFTER ALL LEAKS ARE FIXED AND QUITE A FEW TIMES A SEASON TO KEEP YOUR ENGINE AIR TIGHT. ALSO USED WHEN YOU REMOVE THE TOPEND OR BOTTOMEND AND IF YOU ARE HAVING JETTING ISSUES.

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