



MILTON S1253 – HAND HELD COMPRESSION TESTER

WHY A SPARE VALVE CORE?

Any compression tester can develop leakage – usually when you are right in the middle of an engine test. But with the exclusive Milton spare valve core feature, you're back in business within two minutes. Unscrew gage cover to remove valve core.

NOTE: This is not a standard tire valve. **Replace with Milton No. 1251-2.**

HOW TO USE YOUR NEW MILTON COMPRESSION TESTER

- 1) Run engine until completely warmed up.
- 2) Shut off engine, blow foreign matter from around spark plugs with air hose.
- 3) Remove spark plugs and gaskets.

NOTE: When cranking engine for a compression test, first remove the coil high tension cable from the distributor cap and ground to the block.

For GM HEI systems, disconnect primary ignition wire at distributor or coil.

- 4) Insert rubber nose piece of tester into spark plug hole. Hold firmly.
- 5) Crank engine four full compression strokes. Record pressure of each cylinder.
- 6) Consult manufactures specs on car being tested. Usually reading should not vary more than 10% from cylinder to cylinder, (generally not more than 15 lbs. on a high compression engine or more than 10 lbs. on a low compression engine).

EXCUSIVE COMPOSITE METRIC SCALE READS IN KILOPASCALS (kPa) PLUS KG/CM2 AND PSI. THIS ONE GAUGE MEETS ANY NEW CAR SPECIFICATIONS AS GIVEN BY AMERICAN AND FOREIGN AUTOMOTIVE MANUFACTURES.

MILTON UPC CODE: 0 30937 01253 1

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