

Cooling System Checker

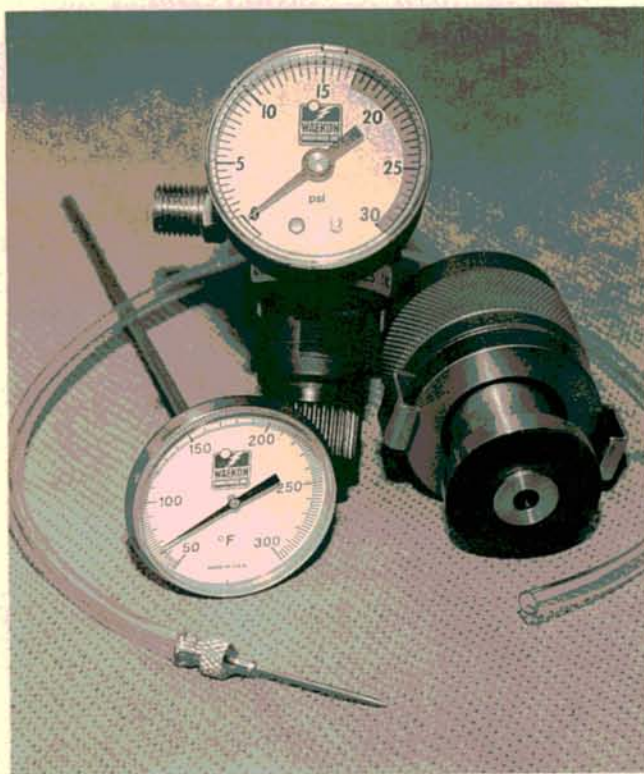
Cooling system problems have never been a favorite of mine. Exposing myself to the furies of boiling coolant are about as much fun as getting brake fluid in my eyes, or discovering that the right hand swinging the hammer miscalculated the exact location of the left hand holding the chisel.

Let's not forget the joys of finding the tiny, tiny coolant leak, the one that sips away at the coolant in small but persistent fashion. And what about the driveability problem caused when the thermostat stays open like a clam in boiling broth?

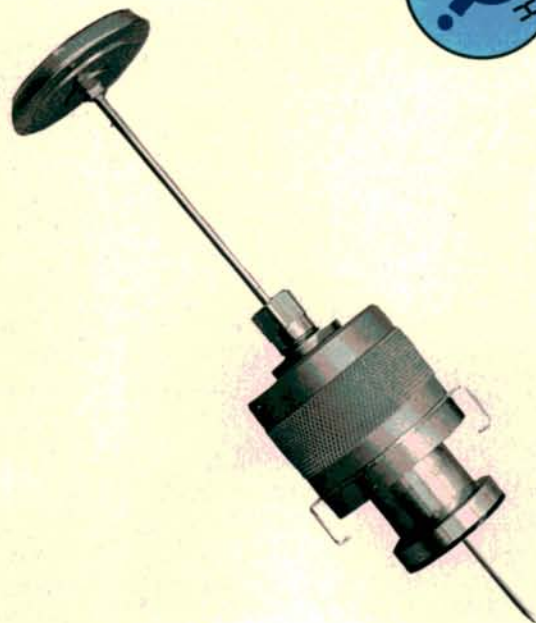
Waekon Industries has introduced a new cooling system tester with several unique features designed to make cooling system tests safer, faster, and more accurate. Perhaps the nicest part is that all the tests, from temperature readings to pressure tests, can be done with the system safely closed.

And since a pressurized system has a higher boiling point, we can measure cooling system temperatures above the boiling point without exposing ourselves to the growling green geyser.

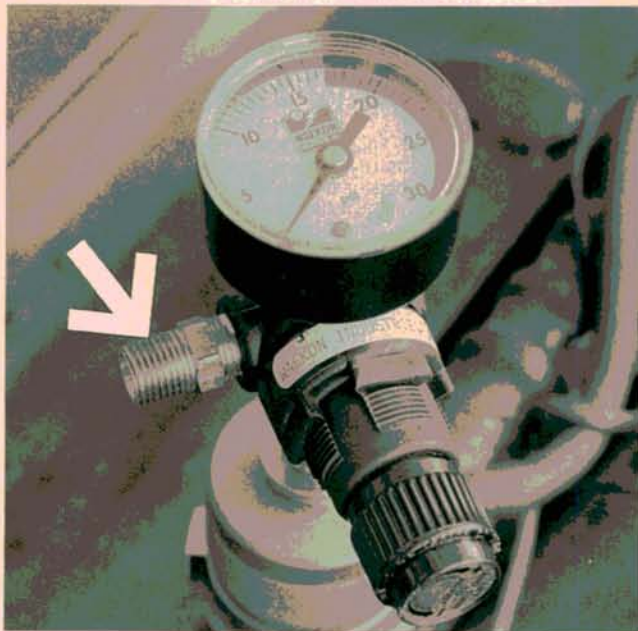
Waekon Industries, Inc.
Circle No. 200



The Waekon's adapter screws onto the radiator in place of the radiator cap. The small hole in the adapter accepts one of three accessories: a pressure probe, a temperature probe, and a vent probe which allows you to safely vent pressurized coolant into a container when you're through with your tests.

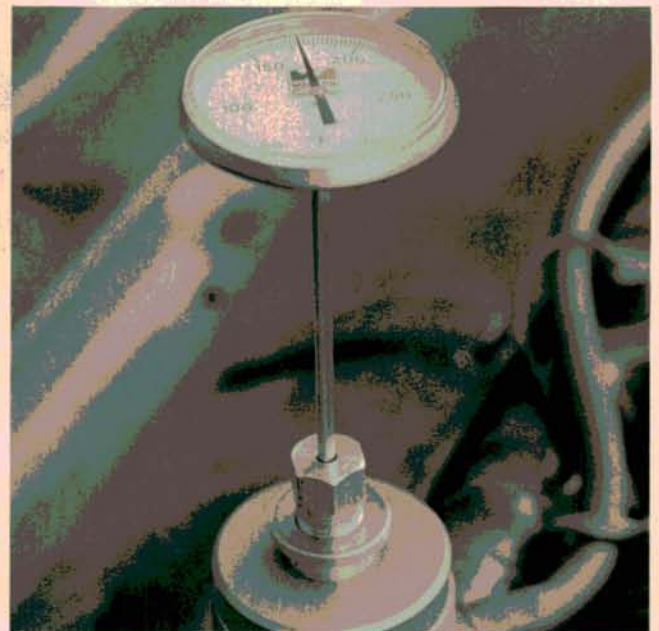


Each probe fits through a diaphragm in the adapter. As you remove each probe to install another, the diaphragm automatically seals itself, preventing any loss of coolant. Changing probes is as easy as removing one probe and inserting another without the need to remove the adapter from the radiator.



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The pressure probe attaches to shop air at a fitting on the probe housing (arrow). It has an adjustable restriction to let you dial in the exact system pressure. You can run the engine and watch for pressure increases caused by a blown head gasket. If the system passes the pressure tests, remove the pressure probe and install the temp probe.



4

With the temperature probe in place, start the car. Watch the gauge as the coolant warms to make sure the thermostat is closed cold, but opens at its rated temperature. Since the Waekon measures temperature in a closed system, you can use actual, pressurized coolant temperature readings to check the accuracy of dash gauges and idiot lights.



5

You want to run another pressure test now that the cooling system is hot? Remove the temperature probe and reinstall the pressure probe. The tester allows you to bounce back and forth between tests without opening the system. After completing tests on a hot system, vent the system pressure by inserting this vent probe, and catching the hot overflow in a suitable container.



6

The tester comes with the old "standard" cap adapter. Additional adapters are available to fit European style systems with screw-on pressure caps, or Japanese radiators with the mini necks. Cap adapters are also available which allow you to use the tester to check caps for correct venting pressures or leaks.