Operating Instructions:

Turn Crack Detector on before applying powder. Hold atomizer bulb in palm of hand at least 12" from area being checked. This will allow powder to drift into space between magnetic poles.

Place yoke in two positions over area to be checked to be positive of finding cracks running at any angle. (Straight cracks running between poles of yoke may not show at all as magnetic field must cross break in metal to excite powder.)

Crankshafts must be dry to be checked. Place yoke across journal being checked and spray powder in suspected area. Because of power of this unit poles do not require full contact. Hold yoke firmly in position as poles do not have enough contact to support yoke in this position.

Heads, Blocks, Crankshafts, etc., must be dry, free of oil, grease, or water. Powder settles on surface and is pulled into crack and if moisture is present powder will not move and cracks if any, will not be indicated. Dry carbon or rust will not affect the operation of the Crack Detector.

The Crack Detector will not indicate cracks in nonferrous metals such as stellite valve seats, aluminum, etc. Metals such as these do not carry a magnetic field.

Suggestions:

To help you get the maximum benefit from your Crack Detector.

Check every head or block brought into your shop, as the average head requires only three to five minutes to inspect and does not require degreasing or removal of carbon in combustion chambers where most cracks occur. It is important to check this first as many times a crack, or cracks, are found after work is finished or partially finished.

Often cracks are found that have not leaked. However, it is a known fact that when the head is installed and re-torqued, these cracks may open up, we have never found when a crack was indicated that it did not go entirely through the casting.

When cracks are found, many shops contact customer to get his okay to finish work on head, to repair, or replace, no matter how minute the crack. They also note on work order and customer invoice any crack found in the inspections and also the location of the crack. This eliminates any chance of the shop being held responsible at a later date should trouble occur where repairs were not made.