

Blown head gasket cheap test.

some sandwich wrap.. and a rubber band..

remove radiator cap.

place sandwich wrap over top of radiator cap opening. push in slightly with a finger.. to leave a U shape in the plastic.. place a rubber band around the plastic to seal it to the radiator neck.. pinch the overflow hose to prevent air leaks..

disable the ignition system or just have somebody start the engine for a few seconds..

If the slack you push in the sandwich wrap pops up.. you more than likely have a blown head gasket or cracked head.

Or even easier yet, open the cap on a cool engine, re-install the cap and start the engine for less than 5 seconds. If you open the cap and it goes “whoosh!” then obviously compression is entering the coolant system. It’s more than likely a head crack or bad head gasket.

I have an advanced test for use in the shop..

It involves a compression tester hose.. with the valve core removed and stored safely.. the ability to hook the compression tester hose to the shop air hose..

A remote starter button is also very handy..

remove one spark plug at a time.. insert your compression tester hose.. set to TDC compression just like you would on a cylinder leak down test.. in fact that’s what you are doing.. except your compression tester hose with the valve core removed.. does not have the restriction the cylinder leak down tester hose does..

on the radiator.. either use the sandwich wrap as described above.. or top off the radiator so there is no way for air to escape without making bubbles... use your no spill funnel .. use a radiator pressure tester adaptor with the pump and hose removed.. a clear vinyl hose installed and looped over the hook latch... squeezing the upper radiator hose and releasing will allow you to submerge the end of this hose in the overflow tank or bottle of coolant or even water to pull some liquid back into the hose.. so its visible above the top of the adaptor..

charge each cylinder with shop air after setting that piston to TDC compression.. if you get movement in the coolant level. when you apply air... you have found a leaker..

this I found is an EASY sale to prove in an instant that the heads need to come off... air in..
bubbles out.. instant sale..

hope this helps a few of you..