

[A.] Customer & Vehicle Information

Year/Make/Model:	Ticket #:
VIN:	Mileage:
Name:	Date:
Complaint / symptom:	

[B.] Tools, Setup & Safety

Tools required: dual-gauge leak-down tester, compressed air source/regulator, spark-plug thread adapters, ratchet/socket for crankshaft rotation, and a safe method to hold the engine at TDC.

⚠ Test only with the engine secured. Applied air can rotate the crankshaft suddenly. Keep hands clear of belts/fans and wear eye/hand protection.

[1.] Remove all spark plugs and disable fuel/ignition as needed.

[2.] Bring the cylinder being tested to TDC on the compression stroke with both valves closed.

[3.] Calibrate/zero the tester at the specified supply pressure, then connect it to the cylinder.

[C.] Cylinder Measurements

Cylinder	1	2	3	4	5	6	7	8
Injected PSI								
Maintained PSI								
Leak-Down %								

Lowest leakage: % Highest leakage: % Maximum difference: %

[D.] Leak Location

Cylinder	Intake	Exhaust	Crankcase	Cooling	Adjacent	No Abnormal
1	☐	☐	☐	☐	☐	☐
2	☐	☐	☐	☐	☐	☐
3	☐	☐	☐	☐	☐	☐
4	☐	☐	☐	☐	☐	☐
5	☐	☐	☐	☐	☐	☐
6	☐	☐	☐	☐	☐	☐
7	☐	☐	☐	☐	☐	☐
8	☐	☐	☐	☐	☐	☐

Leakage verification: ☐ Verified with UV smoke test Notes / affected cylinder(s):

[E.] Interpretation Guide

Air at intake → intake valve sealing concern. Air at tailpipe → exhaust valve sealing concern.

Air at oil fill/dipstick → ring/cylinder leakage. Bubbles in cooling system → head gasket/head/block concern.

Air at adjacent plug hole → possible leakage between cylinders.

HTML reference ranges: 0–5% excellent, 6–12% acceptable, 13–20% marginal, >20% diagnose source. Confirm against vehicle-specific information when available.