

GASTESTER PROFESSIONAL

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Further testing the Gastester Professional led us to discover that we had a plugged idle jet and a bad spark plug wire. While it might seem at first that a plugged idle jet would actually make our engine run lean, it was being compensated for by backing out of the richness screw, resulting in the overly-rich air/fuel mixture.

It wasn't long before our engine was idling smooth, and we were able to adjust the CO mixture at an idle from a lean 1.8 all the way up to a very rich 8.0+. The Gastester proved very sensitive, and we were able to detect small changes in the idle richness screw almost immediately. The only drawbacks were that the unit did take a minute or two to stabilize after an adjustment, and the reading often fluctuated slightly during a test.

While a perfect burn, called the point of Stoichiometry, is at an air/fuel ratio of 14.7:1 which corresponds to a CO reading of 0, few engines could run this clean. In fact, a good running engine will always be somewhat richer than Stoichiometry. In our case the '66 performed best when the CO was set at 3.0% at idle. Tests at 2,500 rpm shows a CO reading between 1.45 — 1.55%, which meant we were ready for the smog test.

Since we weren't able to use the Gastester Professional at the same time the local smog station used their expensive state approved unit, we didn't get a side-by-side reading comparison. We did discover that the settings we made the day before were right on, as our '66 passed with flying colors and a CO reading of 2.64, with a maximum allowable reading of 6.50. Hydrocarbons (unburnt fuel) were also on the low side (291 ppm vs. a maximum allowable of 1200 ppm), indicating we corrected the intake leak and dead number 4 cylinder.

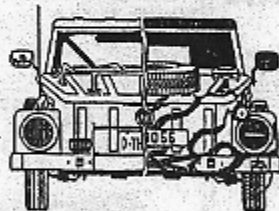
The Gunson's Gastester Professional is a compact unit that is ideal for the do-it-yourselfer who likes to get the most from his vehicle. Not only does it help bring your engine within the requirement of a state smog test, you can also tune for maximum driveability and mileage. Once you've determined the proper CO setting for your engine, it's simply a matter of testing and adjusting during the next tune-up. It's portable, and can be used on any vehicle with an exhaust pipe.

With a retail price of \$225, the Gastester Professional isn't out of the budget for most automotive enthusiasts. However, for those who already have a multimeter, or want a less expensive unit, a no-frills MK2 Gastester is also available without the voltmeter, tachometer or dwellmeter for \$125. Both units use the same CO testing components, so it should perform equally well. For further information about either unit contact Auto Expert Products, Co. at 2574 29th Drive, Dept. HVWs, Boca Raton, FL 33434, (800) 795-6958. ●

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