

Leak Logic™ – Block Check Blue

Combustion Leak Tester – Operating Instructions (UK)

1. Safety First

- **Work only on a cold engine.** Hot coolant can spray under pressure and cause serious burns.
 - Wear eye protection, gloves and suitable clothing.
 - Keep the supplied **Block Check Blue** test fluid away from children, pets, sparks and naked flames.
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2. Preparation

1. With the engine **cold**, loosen the coolant-cap one full turn to release any residual pressure.
 2. Start the engine and allow it to idle for **5-10 minutes** so the coolant begins to circulate and reaches working temperature.
 3. Fill the tester with **2 ml** of fresh Bolt Check Blue fluid (one small measure).
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3. Testing Procedure

1. Remove the coolant-cap completely.
 2. Insert the tester snugly into the radiator neck or expansion-tank inlet.
 3. Restart the engine and observe the tester for **up to 5 minutes**:
 - Gentle throttle blips (2–3 000 rpm) will increase bubble flow and improve sample capture.
 - **Do not** exceed the 5-minute limit – prolonged heat discolours the reagent and reduces accuracy.
 - Make sure no coolant makes its way into the test fluid, if fluid is creeping up the tube remove some coolant from the vehicle and restart test with new fluid.
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4. Reading the Result (Petrol, LPG & Diesel)

Final Fluid Colour	Interpretation	Action
Yellow	Positive: combustion gases detected.	Investigate head-gasket, cylinder head or block integrity.
Blue (no change)	Negative (most cases): leak not detected <i>during this test</i> .	If symptoms persist, repeat or perform complementary diagnostics.
Green	Inconclusive: may indicate a small leak, coolant contamination or overheated reagent.	Flush tester, retest with fresh fluid; if green persists, treat as a possible minor leak.

Leak size, engine load and tester sensitivity all influence the outcome. Multiple tests under varying conditions may be required for borderline faults.

5. After the Test

1. Dispose of **used test fluid** immediately – even if its colour has not changed. Never pour it back into the storage bottle.
 2. Refit the coolant-cap securely.
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7. Troubleshooting

Issue	Likely Cause	Remedy
No bubbles visible	Tester not sealed, coolant too low, not up to temperature, the thermostat closed.	Re-seat tester, check coolant level, warm engine longer.
Fluid turns pale green immediately	Residual old fluid, coolant contamination.	Flush tester thoroughly; use fresh reagent.
Reagent discolours brown/black	Overheating or combustion oil mist.	Shorten test duration; check for severe engine faults.

For technical assistance contact Leak Logic Technical Support: support@leak-logic.co.uk

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