

SEALEY INTRODUCE THE MIGHTYMIG90

SEALEY have introduced the NEW MIGHTYMIG90 to their extensive range of professional Mightymig welders, all of which feature heavy duty transformers and forced air cooling. This maximises their duty cycle performance, enabling the user to weld for longer periods. These compact welders are ideal for the hobbyist and light professional user, as they offer excellent performance at an extremely competitive price. The units are set and ready to use for gasless welding, making them suitable for use both indoors or outdoors. Even in windy conditions! They have a maximum performance of 90amps, making them suitable for welding steel up to 4.75mm (3/16") and use flux cored wire. The MIGHTYMIG90 is supplied with a comfort grip non-live torch, 2 mtr earth cable, welding mask, 0.2kg flux cored wire and a 9mm welding tip.

For further details pick up your free copy of Sealey's Summer Promotion from your local stockist, or request a copy on line at www.sealey.co.uk or alternatively call their customer service department on 01284 757500.



SUMMER 2017 PROMOTION
SEE PAGES 13-17 FOR OUR RANGE OF FANS & AIR TREATMENT

SEALEY

NEW CAR CLEANING KIT
Featuring
1700psi Pressure Washer with TSS & Rotastart Nozzle - 330V
20litre Wet & Dry Vacuum Cleaner 1250W Stainless Drum
5litre Car Shampoo

OVER 50 NEW PRODUCTS INSIDE!!

£224.95
£269.94

Understanding turbo play

When installing either a brand new or a re-manufactured turbo, technicians commonly encounter two types of bearing play: 1) radial play, up and down and/or side to side movement, and 2) end float, in and out movement.

Both can be alarming, especially when the movement on the new part seems greater than the one it replaces, which can happen.

The ring bearings in the turbo float on oil, so it is vital there's enough clearance to allow the formation of a film, a wedge between them and the shaft.

When analysing radial



play, technicians firstly need to confirm that the turbo is free to turn 360 degrees without a scraping noise. If this works ok, the second

test is to very gently move the shaft to take up the play and then try and turn it again. The two parts can run very close but shouldn't rub the casing either at the exhaust or compressor end. Be careful not to force it over to one side as this can bind on the bearing and make it feel tight.

The other type of bearing play to consider is end float. To all intents and purposes, there shouldn't be any. If there is movement, it should be tiny, practically imperceptible, we're talking 0.002 of an inch.

If you are satisfied with the two points above, the new turbo should be fine to fit. As a final check, make sure the wheel isn't scraping on the casing as this can be a sign that the part has been damaged and knocked out of alignment.

Carbon Clean range extended

Carbon Clean, the engine decarbonising system that works with tap water, has launched a new compact CC-14 machine to complement the existing CC-16 unit.

Both machines use electrolysis-based cleaning technology to remove the carbon deposits in engines which can cause loss of power, increased fuel consumption and more wear to engine components.

Carbon deposits in modern engines are a growing problem yet the CC-14 machine can effectively clear



this stubborn problem in just 30 minutes.

Despite packing a power-

ful punch, CC-14 uses an economical 1.3 kW of power to produce 600 litres per hour of HHO. It measures just 65cm x 35cm x 86cm and weighs only 30 kg.

It's ideal for smaller engines and offers 'walk away' capability thanks to automated process controls that shut down the machine once a job's completed. The CAMS fail-safe safety cut-out ensures the machine will automatically shut down to prevent any gas escaping if the engine stops during the cleaning process too.