

REPORT OF ATP-PEP "GOSPROM", YEAR 2000

GAZ-3102 and GAZ-24: compression and oil pressure restored without disassembly

ATP-PEP "Gosprom" of the Kharkiv Regional Administration · report approved by the enterprise director F. A. Lyashko; measurements taken by workshop manager A. V. Petrovsky and foreman of technicians N. V. Saulov

Kharkiv, Ukraine · treatment on 08.02.2000 · control measurements after 2,025 and 2,747 km of running

PRODUCT

XADO RVS
repair-and-restoration
compound for internal
combustion engines, without
engine disassembly

TREATED OBJECT

Two company passenger
cars
GAZ-3102, reg. No. 5540 KhIA ·
GAZ-24, reg. No. 5256 KhAA

DOCUMENT TYPE

Report of ATP-PEP
"Gosprom"
with signatures and seal

EQUIPMENT**MILEAGE AT START OF TESTS****WHAT WAS MEASURED**

GAZ-3102, reg. No. 5540
KhIA

35,644 km

Compression in all four cylinders, oil
pressure, oil consumption

GAZ-24, reg. No. 5256 KhAA

14,890 km

Compression in all four cylinders, oil
pressure, oil consumption

Both cars in routine service, no engine overhaul had been carried out. Treatment on {{08.02.2000}}, control measurements after {{2,025}} and {{2,747 km}} of running.

Key results

↑ **1.6-10.9 %**

compression across the cylinders of GAZ-3102 and
GAZ-24, 8.5-13.5 → 9.0-13.5; gain in 5 of 8 readings;
the rest unchanged

↑ **16.7 %**

oil pressure in the GAZ-24 engine, 1.8 → 2.1 kgf/cm²

Cylinder compression — both cars

CYLINDER	GAZ-3102, BEFORE	GAZ-3102, AFTER	GAZ-24, BEFORE	GAZ-24, AFTER
1st	9.5	10.2	12.2	12.2
2nd	9.5	9.8	11.0	12.2
3rd	9.5	9.5	13.5	13.5
4th	8.5	9.0	12.8	13

The compression units are not stated in the report — the values are given exactly as in the document. The weakest cylinder of the GAZ-24 caught up with its neighbours: compression evened out.

Lubrication system — oil pressure and consumption

CAR	OIL PRESSURE, BEFORE → AFTER	OIL CONSUMPTION
GAZ-3102	2 → 2 kgf/cm ²	Considerably reduced
GAZ-24	1.8 → 2.1 kgf/cm ²	Considerably reduced

Oil consumption was not measured numerically: the reduction on both cars was recorded by the enterprise commission in words.

Conclusion of the enterprise commission

The engines were treated on **08.02.2000** without disassembly, on cars in routine service; control measurements were taken after **2,025** and **2,747 km** of running — the effect holds rather than fading within the first few hundred kilometres. After treatment the weakest cylinder of the GAZ-24 (**11.0** against **12.2-13.5** in the neighbouring ones) caught up with them: the tightness of the cylinder-piston group was restored and compression evened out. It cannot rise above the factory nominal value, so bringing the cylinders to one level is precisely the limit of what is achievable. The oil pressure in the lubrication system of the GAZ-24 rose: **1.8 → 2.1 kgf/cm²**. The commission of ATP-PEP "Gosprom" recorded: "The work on restoring the internal combustion engines is recognised as effective and may be recommended for use instead of conventional engine overhaul, provided there is no oil leakage through the oil-seal packings."

XADO

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The results relate to the petrol engines of the GAZ-3102 and GAZ-24 passenger cars in routine service; the report states that the technology is applicable provided there is no oil leakage through the oil-seal packings. RVS is an obsolete XADO designation, the zero-generation compounds; the current product generation is revitalizants. The original report with signatures and seal is published in full and available for download.