

 <b>ISO 9001 CERTIFIED</b>	<b>RISLONE TECHNICAL BULLETIN</b>	<b>Part #: 21110</b>
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	Date 1 <sup>st</sup> Issued: 08, January 2009	Date Revised: 04, June 2018
	<b>Head Gasket Fix</b>	

# BLOCK SEAL HEAD GASKET FIX

Rislone Block Seal Head Gasket Fix product is the easiest solution to stop head gasket coolant leaks. No draining of the cooling system is required. This formulation contains a combination of antifreeze compatible sodium silicate sealing liquid and various size gasket sealing particles which penetrate gaps & cracks and harden to permanently stop leaks. This seals because of the extreme heat inside the combustion chamber (2760°C) that works as a catalyst to permanently harden the material to make it stronger than the actual head gasket itself. Use on ALL water cooled gasoline and diesel engines. Heavy duty formula works on aluminum and cast iron heads & blocks, along with sealing all other engine cooling system leaks better than a traditional stop leak. This includes repairing head gaskets, cylinder heads, intake gaskets, cracked blocks and freeze plugs. Use with ALL types of antifreeze including conventional green or blue (Silicate-Based) and extended life red/orange or yellow (OAT/HOAT) coolant.



## INSTRUCTIONS:

1. Allow engine to cool. Make sure engine is cool enough so radiator cap can be safely removed.
2. Shake well. Pour HEAD GASKET FIX directly into radiator. One bottle treats 4 and 6 cylinder engines, use 2 bottles for V-8 and larger engines.  
Tip: If you do not have access to your radiator, remove top hose where it connects to the top of the radiator and install product in hose. Reattach hose and tighten clamp.
3. Fill radiator and overflow tank to proper level and reinstall radiator cap. Start engine.
4. Turn heater on hot and fan on high.
5. Idle engine for 15 minutes.
6. Allow engine to cool.
7. Top off radiator and leave Rislone HEAD GASKET FIX in cooling system for continued protection. Drive vehicle as normal.

Part Number:	21110
UPC Item:	0 78615 21110 4
UPC Case:	4 00 78615 21110 2
Bottle Size:	624 g
Bottle Size (cm):	6.6 X 6.6 X 23.9
Bottle Cube:	1041
Case Pack:	4 bottles per case
Case Size (cm):	14.2 X 14.2 X 25.1
Case Cube:	5061
Case Weight (kg):	3.1
Pallet:	TI 56 HI 4 Total 224
Pallet Height (cm):	114

## DOSAGE:

One bottle treats cooling systems from 5 litres to 12 litres.  
Use ½ bottle for smaller cooling systems from 3 litres to 4.9 litres. For larger systems use 1 bottle for every 12 litres.

**ASTM D3147 LABORATORY TEST**

Standard Test Method for Testing Stop-Leak Additives for Engine Coolants.

This test method covers screening procedures for the preliminary evaluation of leak-stopping materials intended for use in engine cooling systems.

Gum		Particles		Screen	Final Round	Final Slot	Fluid Lost
Before	After	Before	After				mL
No	No	Yes	No	0.030"	0.030"	0.015"	1350

The results of this test show that a 0.030" (0.76 mm) round hole and a 0.015" (0.38 mm) wide slot can be successfully sealed with this product.

**PURPOSE OF A COOLING SYSTEM**

Your engine creates up to 2760° C of heat within the combustion chamber. Enough heat to melt the entire engine in less than 30 minutes! Approximately 1/3 of gasoline's energy is converted into usable power to propel the vehicle, 1/3 of the energy is dissipated out through the exhaust system, and the remaining 1/3 is carried off by the cooling system.

**HOW DOES A COOLING SYSTEM WORK?**

Coolant, which is a mixture of water and ethylene glycol (Antifreeze), is pumped throughout the engines water jacket drawing heat from the head, pistons, combustion chambers, cylinder walls, valves, etc. The heated coolant travels from the water jacket through a radiator hose, to the radiator, where aided by a fan, its air cooled and returned via the other radiator hose to the engine. Gas is SAVED and engine life INCREASED when the cooling system quickly reaches and maintains a very narrow operational range regardless of outside temperature extremes or engine load demands. Upon engine start up, the temperature must rise quickly, and then remain balanced – not too hot and not too cold! It's important to understand how the condition of the coolant and the condition of the cooling system components can affect the operational economy and life of your engine!