



ISO 9001 CERTIFIED COMPANY

Head Seal™

Part #: 31136

1 Liter

Blown Head Gasket Repair

Rislone® Head Seal™ Blown Head Gasket Repair is the fastest, safest way to solve your vehicle's coolant-related head gasket issues. Your vehicle is a good candidate for this solution if it can idle for 15 minutes without overheating or having to add coolant. Use with ALL types of 50-50 mix coolant including yellow, orange, pink, red, blue and green silicate based & non-silicate based (OAT / HOAT) antifreeze, and/or water. Unlike other products, no draining or thermostat removal is required. Works with ALL gasoline and diesel engines. This also is the best additive to use in all racing applications.

This professional-strength sealant penetrates leaking, blown or damaged head gasket area, drying to form a seal actually stronger than the original head gasket itself. The strongest formula available to stop all other coolant leaks in plastic, cast iron, copper and aluminum radiators, heater cores, freeze plugs, gaskets, intake manifolds, cylinder heads and engine blocks. It also contains Xtreme Cool™, a specialized additive that stops overheating and reduces water temperature.

- Permanently:
 - Repair Blown Head & Intake Gasket Leaks
 - Seal Warped / Cracked Heads & Blocks
 - Stop Overheating & Coolant Loss
 - Fix Bubbles Entering Cooling System
- Reinforced with Carbon Fibers
- One Dosage Stops All Head Gasket Coolant Problems
- Safe & Easy to Use, and Works Quickly
- The Best Repair Formula Money Can Buy
- Antifreeze Compatible, No Flushing Required

Note

Protect from freezing.

Instructions For Use

1) Install only in a cold engine. Shake bottle well. Remove radiator cap and pour the correct amount of product in per the dosage chart. Fill radiator and reservoir / overflow tank to proper level and reinstall radiator cap.

TIP: Radiator cap may be on top of radiator, on engine, mounted on a hose, or a screw cap on the pressurized reservoir overflow tank.

2) Turn heater on hot and fan on high. Run engine until thermostat opens or normal operating temperature is reached. Turn vehicle off and allow engine to cool. This may take up to 30 minutes or longer.

3) Top off radiator (add coolant as needed) and either run engine at high idle (approximately 1200 RPM's for vehicles with a tachometer) or gently drive for 15 minutes. Turn vehicle off and allow engine to cool.

4) Top off radiator and leave Rislone HEAD Seal Blown Head Gasket Repair in system for continued protection. Drive vehicle as normal. Most leaks seal instantly, but some can take additional thermocycles which happen over a few days of usage.



Dosage

One bottle treats cooling systems from 9.5 liters to 19 liters. Use ½ bottle for smaller cooling systems from 5.5 liters to 9.49 liters. For larger systems use 1 bottle for every 19 liters of cooling capacity. In very small systems, use 55 ml per liter of capacity.



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THE BEST HEAD SEAL BLOWN HEAD GASKET REPAIR MONEY CAN BUY

High-strength carbon fibers work like rebar in concrete to stop larger leaks and create a truly permanent seal.

SAFE TO USE ON:

Gasoline Engines
 Diesel Engines
 Turbocharged Engines
 Racing Engines

WORKS ON ALL:

3, 4, 5, 6, 8, 10 Cylinders
 Cast Iron or Aluminum Blocks
 & Heads
 Cars, Trucks, Vans & SUV's

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	No	No	0.76 mm 0.030"	0.64 mm 0.025"	0.38 mm 0.015"	0

The results of this test show that a 0.64 mm round hole and a 0.38 mm wide slot can quickly and successfully be sealed with this **Rislone HEAD SEAL Blown Head Gasket Repair**.

What is Your Cooling System Problem?

Product Selector

Small Leaks - Need to add coolant 1X per Week	✓
Medium Leaks - Need to add coolant 1X per Day	✓
Large Leaks - Need to add coolant 1X per Hour	✓
Bubbles In Coolant	✓
Blown Head Gasket	✓
Overheating	✓
Intake Manifold & Block Leaks	✓
Pushing Out Coolant	✓
White Exhaust Smoke	✓
Moisture / Water from Tailpipe	✓
Coolant To Oil Leaks	✓
Over Pressurizing / Combustion Gasses	✓