



ISO 9001 CERTIFIED COMPANY

PRODUCT DATA SHEET

Liquid Copper Block Seal

Part #: 31109

NET WT 510 g

Rislone® Liquid Copper™ Block Seal Intake & Radiator Stop Leak

Rislone® Liquid Copper™ Block Seal Intake & Radiator Stop Leak seals larger leaks regular stop leaks won't. One step formula permanently repairs coolant loss problems on cars, trucks, ute's, vans, SUVs, and RVs. Antifreeze compatible sodium silicate liquid glass penetrates large and small leaks in plastic, aluminum, and cast-iron heads, blocks, intake manifold & gaskets, freeze plugs, heater cores, and radiators. Fiber additives lock together with liquid to increase strength and promote a permanent seal. It will not harm the cooling system when used properly, no draining is required. Use with ALL types of traditional or extended life coolant including yellow, orange, pink, red, blue, purple, and green silicate based & non-silicate based (OAT/HOAT) 50-50 mix antifreeze, and/or water.

World's Most Trusted Stop Leak Brand Since 1921

Permanently Fixes Cooling System Leaks

Antifreeze Compatible – No Draining Required

One Step – Pour Directly Into Radiator – Easy To Use

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	mm	mm	mm	mL
Yes	No	No	No	0.76	0.64	0.13	230

The results of this test show that a 0.64 mm round hole and a 0.13 mm wide slot can be successfully sealed with this product.





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DANGER: Opening the cooling system while the engine is hot or running may cause severe burns.

NOTE: Cooling systems that are dirty or partially clogged should be flushed before use. This product is designed to be used with the manufacturer's recommended antifreeze/water mixture.

Protect from freezing.

INSTRUCTIONS:

- 1) Allow engine to cool. Make sure engine is cool enough so radiator cap can be safely removed.
- 2) Shake well. Pour Rislone Liquid Copper directly into radiator. If using a small cooling system including all 3- and 4-cylinder engines, use 1/2 bottle.

TIP: If direct access to radiator is not available and if overflow tank is pressurized, you can install in tank.

- 3) Fill radiator and overflow tank to proper level and reinstall radiator cap.
- 4) Turn heater on hot and fan on high.
- 5) Start vehicle and idle engine for 15 minutes.
- 6) Turn vehicle off and allow engine to cool. Top off (fill up) radiator and leave Radiator Liquid Copper in cooling system for continued protection. Drive vehicle as normal.

For severe leaks, like a blown head gasket, it is recommended to use Rislone® Head Gasket Fix or Rislone® HEAD SEAL™ Blown Head Gasket Repair.

DOSAGE:

One bottle treats cooling system from 11 litres to 23 litres. Use 1/2 bottle for cooling systems from 7 litres to 10.9 litres. For larger systems, use one bottle for every 23 litres of cooling system capacity. Small engines or other small systems use approximately 25 mL per litre of fluid capacity.

PURPOSE OF A COOLING SYSTEM

Your engine creates up to 2750°C of heat within the combustion chamber. Enough heat to melt the entire engine in less than 30 minutes! Approximately 1/3 of fuel'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, it is 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 is 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!