INSTALLATION TIPS

- Cylinder head and block surfaces must be inspected for any residue remaining of old gaskets, carbon, etc.
- Head and Block surfaces must be thoroughly cleaned. Head and Block surface must be clean and free of any scores that could lead to coolants or oil weeping out between the gasket and the block surface. Extreme care must be taken if using high speed devices on block surface as it is not recommended.
- Cylinder head hardness should be checked if it is known that the engine has overheated.
- Head and Block surfaces must be checked with a straight edge and any gap should not exceed 0.051mm (0.002" Longitudinally and Transversely).
- Ensure cylinder head is free from corrosion by inspecting around waterways
- Inspect all areas of the cooling system and flush system. (Refer final installation tip)
- Recommended surface finish is from 1.0 to 2.5 micro-metres Ra (40 to 100 micro-inches Ra) for a fibre based or graphite gasket. The general specification for multi-layer steel gaskets is less than 0.5 micro-metres Ra (less than 20 micro-inches Ra). Always consult OEM manual for surface finish specifications to ensure optimum sealing performance.
- Check and clean all bolt holes, waterways and galleries. Unless otherwise stated by the manufacturer use a tap to clean out the threads in the block.
- Ensure head bolts are clean and that the threads are not bent, burred, stretched or damaged.
- Torque to Yield bolts should be replaced and an angle torque used. Specific engines requiring replacement of head bolts are noted in the body of the catalogue and in the torque setting guide at the rear.
- Lubricate bolt threads and undersides of every bolthead and washer with oil or if the bolts enter waterways, use a Non Hardening sealant on the threads.
- Monotorque gaskets are silicone coated and NO additional sealants should be used.
- Adhere to torque settings provided with every Monotorque gasket set and use an accurately calibrated torque wrench.
- When installation is complete the engine should be filled with water, brought up to normal operating temperature, allowed to cool and then drained. Coolant in accordance with the manufacturer's specifications is to be mixed with water and then the engine refilled.