

SIMPLY FIXES BLOWN HEAD GASKETS

How and why does Steel Seal™ work?

Steel Seal™, the only product of its kind, that permanently seals blown head gaskets, warped heads and cracked engine blocks.

Independent, Scott Laboratory has performed a thorough evaluation of both **Steel Seal™** and its competitors and found **Steel Seal™** to be superior to all products tested. **Steel Seal™** has been used successfully in over 20,000 vehicles.

Steel Seal™ creates a permanent seal that will withstand high temperatures and high pressure. The product can be used in both petrol and diesel engines either Steel or Aluminium.

Steel Seal™ combines with an antifreeze/water mixture and is poured into the radiator of a cold engine. Once the engine is started and reaches operating temperature, **Steel Seal™** is distributed through the engine. The product is drawn into the damaged area due to the extra heat created and this in turn starts the process and seals the crack with a thermo-chemical bonding process.

Comparable products rely on fillers to do the repair work. But as pressures rise and fall, as in ignition and shut off, the particles lodged in cracks and leaks become loosened. Since their products' true strength is defined solely through consistent engine pressure, the consumer inevitably finds him/herself in the same original predicament that led them to an inferior quick fix.

Steel Seal™ is a unique blend of several chemicals. **Steel Seal™** is a clear formula that contains no fibrous materials or particles that could clog engine coolant passages. We don't rely on floating particles to do our job. **Steel Seal™** relies on science and chemistry for its strength.

Steel Seal™ must be used with Ethelene Glycol based antifreeze and the important thing to note is that once **Steel Seal™** has done its job all chemicals are neutralised leaving you safe in the knowledge that no further reactions can occur by adding any other products to your cooling system.

With **Steel Seal™** the seal is permanent as the compound created has a similar molecular structure to that of a metal such as steel and will expand and contract with the temperatures created in an engine.

Regardless of the value of your vehicle, you now have a practical solution, at a fraction of the cost and time of major engine repair, **Steel Seal™** empowers the individual to take advantage of a scientific breakthrough – one that will revolutionise engine repair technology and enable you to fix your car problem yourself!



How to use Steel Seal...

PLEASE READ ALL INSTRUCTIONS BEFORE STARTING REPAIR!

Check coolant circulation to be certain it is free flowing before starting repair.

Engine must be cold, turn heater to maximum (but not the fan).

Flush cooling system with water after removing bottom radiator hose. Do not use a flushing agent.

WE DO NOT BELIEVE THAT YOU NEED TO REMOVE THE THERMOSTAT.

Using a good quality Etheleyne Glycol antifreeze, pre-mix 1 Litre of water and one Litre of Etheleyne Glycol antifreeze then add the Steel Seal. If you are using a 5 year antifreeze dilute further with another litre of water. Before starting the engine, pour the pre-mixed solution into the radiator first, then top up the radiator with the additional mixture of 50% water and 50% antifreeze. **REMEMBER TO MIX WATER AND ANTIFREEZE FIRST!**

Tighten the radiator cap back on.

Start the engine. Holding the Revs at 1,000 RPM. Continue this process until the temperature has reached 99 degrees celcius, this is around normal operating temperature, a good indication for this is the point at which the radiator fan kicks in, then stop the engine and allow it to cool for one hour. After the engine is cool, start it again and be certain that the temperature reaches 99 degrees. Repeat this step one more time within the same day. After the last time, let the engine cool properly. After the thermostat has opened upon re-starting release all air within the system and top up the radiator with coolant, replace radiator cap on tight and drive vehicle as usual.

FOR BACK PRESSURE Additional Directions:

Locate the cylinder causing the bubbling in the overflow tank or backpressure.

Follow the directions above BUT Before starting the engine, remove the spark/glow plug from the cylinder that was causing the bubbling in the overflow tank or backpressure. If accessible, remove injector wire from that cylinder. This will limit the amount of unburned fuel going into the combustion chamber.

If you can not find the cylinder that is missing, run the engine with the coolant level down to the top of the radiator core and with the radiator cap off.

Continue with directions above. Make sure to run the engine upto temperature as above two times with the spark plug out and one time with the spark plug back in.

For a greater success rate before introducing Steel Seal Mixture to your cooling system disconnect the thermostat housing and remove the thermostat to improve the flow of water around your engine from start up. Reconnect bottom radiator hose, and thermostat housing without thermostat using a new gasket if required. After repair is completed it is advised that a new thermostat be installed as the thermostat can cause overheating in older vehicles.

NOTE: YOU MUST USE A GOOD QUALITY ETHELEYNE GLYCOL ANTIFREEZE THIS CAN BE A 50/50 CONCENTRATE WITH WATER. IF YOU USE THE WRONG TYPE THE MIXTURE MAY COAGULATE AND APPEAR LIKE GLUE. IF THIS HAPPENS UNDER NO CIRCUMSTANCES MUST YOU PUT THIS INTO YOUR COOLANT SYSTEM. PLEASE DISCARD AND REPEAT WITH CORRECT ANTIFREEZE. WE WILL NOT BE HELD RESPONSIBLE FOR PROBLEMS RESULTING FROM IGNORING THESE GUIDELINES.

"I have used Steel Seal in my 1997 Toyota Previa which was using water with no external leaks and misfired on start up. All signs of possible head gasket failure. I am pleased to say after following the simple instructions these symptoms have gone and the vehicle is running fine. I will say I was very sceptical about the product prior to use as I have used similar products in the past without lasting success in my 26 years in the motor trade. Steel Seal has saved me hours of hassle and hundreds of pounds so I would have no reservation in recommending it to others."