

MLS HEAD GASKET INSTALLATION INSTRUCTIONS

Before installation, check between the steel gasket layers to be sure no foreign material or debris has worked its way into or between the gasket layers, this will prevent the head gasket from sealing properly.

One of the most important requirements of building an engine is to keep everything as clean as possible. This applies to gaskets and gasket mating surfaces. Every surface a gasket comes in contact with must be free of dirt, water, oil, grease, gasket sealer, and rust.

IMPORTANT: THE SURFACE FINISH OF BOTH ENGINE BLOCK DECK AND CYLINDER HEAD MUST BE LESS THAN 0.5 MICRO-METRES Ra (less than 20micro-inches Ra). DO NOT USE ANY TYPE OF GLUE OR SEALER ON GASKET SOLUTIONS MLS HEAD GASKETS. A SPECIAL HIGH TEMPRETURE COATING USED ON THE OUTER LAYERS OFTHE GASKET IS SUFFICIENT TO PROPERLY SEAL GASKET.

HEAD GASKET INSTALLATION TIPS:

1. Before installing MLS head gaskets, check hardware thoroughly for nicks and damaged threads, this can affect seal of gasket and fasteners clamp-load. If hardware is inadequate or damaged, gasket failure may occur under extreme engine stress. Check all mounting bolt holes, run the correct tap through mounting bolt holes to chase threads and remove debris.
2. Check dowel pins or rings as they register the gasket and head into the proper location. Replace worn or damaged dowels.
3. Place a straight edge across cylinder head and engine block deck gasket surface. Flatness should not vary more that .0025", if a variance of more than .0025" is measured, correct this problem before installing head gasket or failure can occur.
4. Check the rivet location to be sure rivet does not interfere with the sealing surface on engine block and cylinder head. If rivet needs to be removed, use side cutters and remove rivet only.
5. Install gasket, check cylinder bore and mounting bolt holes for proper alignment. The gasket should not fall into the bore or lay on the chamfer in any area, if this occurs the gasket is not aligned properly, gasket failure will occur and cause severe engine damage.
6. Lubricate bolt threads and undersides of every bolt head and washer.
7. Use a non-hardening sealant on head bolt/stud holes that enter cooling passages.
8. Follow the factory or bolt suppliers recommended fastener torque sequence. Tighten in at least three steps. Move torque wrench in a smooth easy motion.
9. No re-torque of head bolts or studs is necessary.