**K-Seal®**

**PERMANENT COOLANT SYSTEM LEAK REPAIR**

The simple to use and permanent cooling system repair guaranteed to last for the life of your engine

**REPAIRS**
- Head gaskets
- Blocks
- Heads
- Heater core
- Water pump casing
  (including hardened plastics)
- Freeze plugs

**FEATURES**
- Safest "stop leak" on the market will not damage cooling system or engine (including water)
- Positively will not clog.
- No draining, flushing or specialty tools.
- Can be added to cold, warm or hot engines
- Meets ASTM D3147
- Just shake and pour into rad or coolant reservoir
- Freeze proof formula
- Seals leaks up to 0.025 - 1/32" - 0.793mm and seals in minutes.
- One bottle treats up to 20 litres
- Sold in the US by NAPA, Pepboys, CarQuest, Advance, Auto Zone, Auto Value, Uni-Select, O’Reilly and Federated.

You need K-Seal ...the Ultimate No 1 Trade Trusted Best Seller!

Don’t just seal it, K-Seal it!™

**COMPARE**

<table>
<thead>
<tr>
<th>Feature</th>
<th>K-Seal</th>
<th>K-Seal</th>
<th>Ironite</th>
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</thead>
<tbody>
<tr>
<td>Permanent Repair</td>
<td>Yes</td>
<td>No</td>
<td></td>
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<tr>
<td>Guarantee for lifetime of engine</td>
<td>Yes</td>
<td>No</td>
<td>(90 days with their flush)</td>
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<tr>
<td>Works on Hard Plastic</td>
<td>Yes</td>
<td>No</td>
<td></td>
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<tr>
<td>Can be added to hot/cold engine</td>
<td>Yes</td>
<td>No</td>
<td></td>
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<tr>
<td>Can be added to the overflow tank</td>
<td>Yes</td>
<td>No</td>
<td></td>
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<tr>
<td>Minus 38 degrees freeze proof formula</td>
<td>Yes</td>
<td>No</td>
<td></td>
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<tr>
<td>Attractive informative, legible packaging</td>
<td>Yes</td>
<td>No</td>
<td></td>
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</tbody>
</table>

**FMSI Automotive Hardware**

Exclusive Canadian Distributor for K-Seal
K-Seal Troubleshooting Guide

K-Seal Permanent Coolant Leak Repair is able to make a successful repair in the majority of applications, however in some cases the leak cannot be sealed for the following reasons.

1. The leak or leaks are larger than 1/32” - 0.025 - 0.793mm size.

2. The contents were not properly mixed and some residue remained in the bottle. It is essential that the entire contents of the bottle are added to the cooling system. If any residue remains in the bottle then add a little water, shake well and pour into the cooling system.

3. K-Seal was prevented from entering the cooling system. If you add K-Seal to the cooling system via the expansion/header tank it may take a little longer for the mixture to be drawn into the cooling system. This can depend on the rate at which coolant is being lost. Over pressurised cooling systems (head gasket failures) where the pressure is forcing coolant out of the overflow can sometimes expel the K-Seal mixture before it has a chance to circulate in the cooling system. In such cases you can either drain part or all of the cooling system first and then add K-Seal premixed with some water before topping up the coolant levels. This means that K-Seal has been delivered directly into the cooling system. It is also possible to disconnect the top rad hose at the rad and pour K-Seal directly into the hose.

4. K-Seal was prevented from flowing freely around the cooling system. If the cooling system is blocked, e.g. by an air lock, then K-Seal may be unable to circulate and reach the leak in order to make a repair.

5. The cooling system does not reach operating temperature. In order for K-Seal to have the best chance of making a repair the cooling system needs to get up to operating temperature to ensure that hot coolant is flowing around the entire system. If this does not occur e.g. due to a faulty thermostat, then K-Seal may not be able to circulate through the system to seal the leak.

IMPORTANT:
Please use extreme caution when working on a hot cooling system as hot coolant and gases could cause injury. If in doubt please consult a qualified mechanic.