

Instructions for O ring attachment

Take a look at the O ring and notice how it is a bit larger than the cylinder bore on the gasket. It was made to fit around your particular application. There are two sides to the O ring –a smooth side and a slightly rough side with a burr. This burr side faces the copper headgasket. This feature locks the ring in place by imbedding slightly into the copper once torqued down. Take a moment to get familiar with this. Because this O ring is so very thin great care must be taken with its placement.

There are likely many ways to attach these O rings to the gasket. The easiest way I have found is to use an adhesive. In our shop we spray one side of the headgasket with our gasket spray (P/5) and let sit for an hour. Once the gasket dressing has setup and tacky we place the ring. It will adhere quite well. We then complete the spraying process several more coats on both side of the headgasket with p/5 or suitable spray gasket dressing to cover. Our practice is to place the rings on the top of the gasket facing the head .

Once the headgasket has been prepared and completely sprayed let the P/5's solvents evaporate. As it does so the binding agents will become quite sticky. This may take about an hour or so. Lay the gasket down on the engine block for installation.

Alternatively, you can use a good contact adhesive such as Pliobond/crazy glue and apply appropriately. Align the two parts and use the clothes pins to clamp together. Once this is done you may spray the gasket with P/5 for final assembly.