



FONDERA LIMITED

IMPORTERS AND SUPPLIERS OF AUTOMOTIVE ENGINEERING PRODUCTS

IRONTITE Range of Flush and Sealants for Engine Cooling Systems



FREQUENTLY ASKED QUESTIONS

- Q. I had a bottle of All-Weather Seal sitting in my shed for a couple of years, is it still ok to use?
- A. **All-Weather Seal** has no known shelf life. Due to lack of movement it is advised to shake the container well prior to usage. The same is NOT TRUE for **Ceramic Motor Seal**. **Ceramic Motor Seal** must be turned on a regular basis and will eventually harden in the bottle after a long period of time and this is not recommended to use.
- Q. When treating with **Ceramic Motor Seal**, do I leave the heater turned on full or should I leave it closed off?

FONDERA LIMITED, Unit 3, Tower Industrial Estate,
Berinsfield, Wallingford, Oxon, OX10 7LN.
Tel. No: 01865 341 900 Fax No: 01865 341 440
www.fondera.co.uk

A. As long as the cooling system has been maintained, circulation of our products through the complete system including heating systems is recommended.

Q. Will **Thoro-Flush** remove other brands of leak stopper so I can try using either **Ceramic Motor Seal** or **All-Weather Seal**?

A. Yes, use **Thoro-Flush** in confidence!

Q. Can I use **All-Weather Seal** along with another product?

A. If another product was used previously, you cannot use **All-Weather Seal** with it. You must flush the system with our **Thoro-Flush**, then add in fresh coolant mixture along with **All-Weather Seal**.

Q. How do I decide which sealer I should use?

A. **IF** the Cooling System concerns are: Cracks, Porosity, Sand Pit Area or Head Gasket Leak and you wish to coat the cooling system to minimize or eliminate electrolysis, then **Ceramic Motor Seal** in the bottle with the red cap is the best answer.

IF the Cooling System concerns are: Head or Intake Gasket Leaks, Gasket Seepage, Leaky Radiator, Drippy Freeze Plugs, or you just want to prevent possible future leaks, then **All-Weather Seal** in the bottle with the blue cap is the answer.

IF IN DOUBT, it is best to use all three additives for maximum protection. **Thoro-Flush** to clean the cooling system for a fresh start and to insure any treatment will have solid clean surfaces on which to adhere. Then **Ceramic Motor Seal** to treat and seal every crack and crevice. And finally **All-Weather Seal** for added leak protection now and in the future should a new leak appear.

Q. If I use the **All-Weather Seal** and it doesn't fix my leak, can I go back and use the **Ceramic Motor Seal**?

A. Yes, however, all coolant must be flushed from the system prior to using **Ceramic Motor Seal**. We recommend our **Thoro-Flush** to clean the cooling system prior to using **Ceramic Motor Seal**.

Q. Do I need a full bottle of **All-Weather Seal** in my 4-cylinder car with a 2.5 gallon capacity?

A. With smaller cooling systems, installers could cut the dosage in half but it will not hurt to use a whole bottle anyway as it will not overdose the system.

Q. What if I have already used another brand of sealer?

A. If another product was used previously, then all coolant must be flushed from the system with our **Thoro-Flush** prior to introducing a new product into the cooling system.

Q. My tractor does not have a circulating pump for the cooling system. Is there any advantage to using **Thoro-Flush** in it and will **All-Weather Seal** work in this vehicle?

A. **Thoro-Flush** cleanses the interior coolant passageways to an 'as new' condition, however for ANY of our products to be effective, low pressure circulation must occur. If an outside

source (pump) of low pressure (8-12lbs) circulation can be attached for pressured product flow, with the engine running at operating temperature, then our products will perform as expected.

Q. I am about to use your **All-Weather Seal**. I was just curious, is it harmful to turbo cars or is it OK to use?

A. With anti-freeze leaks, 'Evaluation & Diagnostics' is key in going forward as to direction of repair being either mechanical or chemical.

For vehicles with turbos, many off-road construction vehicles and over-the-road Class 8 Trucks utilize high compression diesel engines, many with turbos who use our **All-Weather Seal** have great success with no known ill effects.

Q. Do IRONTITE Sealant products clog the heater core?

A. When used properly, IRONTITE products will not clog the heater core. It is very important that your cooling system be 'free-flowing'. This is why we recommend that you always use our **Thoro-Flush** product to completely clean your cooling system prior to using our sealant products. This is especially true when using the **Ceramic Motor Seal**. The **Ceramic Motor Seal** will react with anti-freeze. During normal use, anti-freeze does get absorbed into the pores of the metal that it flows through. If you do not first clean these internal surfaces, the **Ceramic Motor Seal** will bond with the coolant in these porous areas and can result in doing more harm than good. Our **Thoro-Flush** product is specially designed to rid your engine cooling system of all traces of anti-freeze, thus insuring proper desired results from using our **Ceramic Motor Seal**.

Q. The instructions say to use **Thoro-Flush** for 10 minutes. If I think my cooling system is extra dirty, should I leave **Thoro-Flush** in for 20 – 30 minutes to be certain that I've cleaned it well?

A. **NO!** IRONTITE **Thoro-Flush** is the strongest coolant flush on the market. Over using it WILL cause damage. Follow the instructions exactly when using any IRONTITE products. IRONTITE products have been in use for many years and we have determined the best procedures for their use over the years. Follow our instructions exactly to avoid problems and to have the best possible experience. The **Thoro-Flush** product has a red coloured dye added to it specifically so you can tell when you have completely flushed it from the system. Failure to remove it completely or in a timely fashion can cause damage to your vehicles cooling system.

Q. I used the **All-Weather Seal** to fix a coolant leak. It worked well, but now I don't get any heat when I turn on the car's heater.

Because **All-Weather Seal** can be used along with your existing cooling system fluid (anti-freeze) if your car is older and the heater core tubes have become caked with sediment over the years reducing the flow of coolant, it is possible that **All-Weather Seal** will do its job and close off those tubes that are not as free flowing as they should be. Though rare, this is not improper behaviour of **All-Weather Seal**. It is an indication that your heater core was extremely calcified and preventing proper flow and/or you did not flush the system with **Thoro-Flush** prior to adding **All-Weather Seal** product to your cooling system.

To recover from this problem, you do not necessarily need to replace the heater core of the vehicle. You should first disconnect the heater core hoses and attempt to run water through the core in the reverse direction to unclog the core and flush it as much as possible with a small amount of water pressure. Now, reconnect your heater core hoses and use our **Thoro-Flush** product to clean your cooling system. Then add new coolant and the **All-Weather Seal**. Because our **All-Weather Seal** never fully hardens, this method should recover the heater core and may improve the heater's performance after the **Thoro-Flush** has cleared the sediment from the core. Even if this does salvage the heater core, the fact that it clogged on you is an indication that the heater core in this vehicle should be replaced sooner rather than later.

Q. Do your Sealant Products require any special handling as a hazardous waste product?

A. No, our coolant additive products are all environmentally safe. These are very green products.

Q. How does Ceramic Seal work?

A. Our **Ceramic Motor Seal** requires heat and circulation to coat all the walls of your cooling system. It fills in any cracks, crevices and porosity in the metal, making a glass-like smooth surface that actually improves flow. This flow improvement has been shown to also improve the cooling characteristics of your anti-freeze. **Ceramic Motor Seal** is a process that requires removal of

all coolant and flushing with water prior to treatment. Then after the treatment process it is important to once again flush the system with water multiple times before re-introducing your coolant mixture into the system. **Ceramic Motor Seal** is in the red capped bottle and **MUST NOT BE USED WITH** anti-freeze or any other chemical. It is mixed with water, added to the cooling system and then heated while circulating to seal the cooling system.

Q. How does **All-Weather Seal** work?

A. Our **All-Weather Seal** product requires heat and air to become solid. So as long as it is flowing through the cooling system where it only gets heat and NO air, it remains a micro-emulsion liquid mixture combined with your existing anti-freeze. It is a 'Pour and Go' solution. If there are any openings in your cooling system, as the micro-emulsion liquid leaks and comes into contact with air, it solidifies and effectively closes the opening, sealing the cooling system. This 'Patching' process means that it works anywhere there is a leak: hoses, freeze plugs, radiator holes, cracks, seams etc. You should monitor your cooling system at the very beginning of treatment while using **All-Weather Seal**. **All-Weather Seal** is the perfect solution for a quick and easy fix to a cooling system leak, but it is even better as a preventative measure for commercial and 'working' vehicles. Keep your construction equipment in the field making you money rather than sitting in the garage waiting for a new radiator or other part that was damaged because of a cooling system leak. Great to use in Fleet vehicles to keep them on the road – and it is like a Genie in a Bottle for older cars that just need a bit more life.

Q. Will **All-Weather Seal** fix a Heater Core?

- A. Because of the way that **All-Weather Seal** works, it can be used to stop a heater core leak. However, it will depend greatly on how damaged the core is. It is highly recommended that you flush the system with our **Thoro-Flush** product first, to remove any rust or other system contaminants. This may expose even more leaking than was originally present and may result in leaks too severe for any 'pour-in' product to repair. Otherwise it will clear out debris that could cause excessive blockage and potentially make your heater core not leak but also not heat. So be aware that any product used to stop a leak can potentially cause a heater core to stop producing heat. But that more than likely would mean that the heater core was very near to that condition in the first place.
- Q. I don't have a radiator cap, should I pour the IRONTITE Sealant into the header tank?
- A. Yes. Putting the sealant products into the header tank will work! Modern cars have a fully pressurized system. The main thing you want to accomplish is to add the product to a 'flowing' area. Older cars may have an overflow jug that does not have coolant flowing through the jug during normal operation of the vehicle so you would not put the product into this area.
- Q. Aren't all Engine Cooling System Flush Products about the same?
- A. **NO.** IRONTITE's **Thoro-Flush** product is a 'commercial grade' product. It will out-perform any other company's radiator flush product on the market today and it is especially important to be sure to get your cooling system thoroughly cleaned prior to using the IRONTITE **Ceramic Motor Seal**. No product other than **Thoro-Flush** will clean your cooling system more completely.
- Q. Will IRONTITE Sealant Products fix a head gasket leak?
- A. **YES.** Either the **Ceramic Motor Seal** or the **All-Weather Seal** will repair minor head gasket leaks.
- Q. Will IRONTITE Sealants damage or adversely affect my cooling system's thermostat?
- A. No. We recommend leaving the thermostat in during treatment because it will cause pressure to build which will aid and benefit the sealing process.
- Q. My newer model vehicle has a filter system as part of the cooling system. Can I still use either the **All-Weather Seal** or the **Ceramic Motor Seal**?
- A. Yes, you can use either of the IRONTITE Sealant products, however, you must first bypass the filter. In the case of **Ceramic Motor Seal**, after you have run the **Ceramic Motor Seal** treatment and removed the product from your cooling system, you can remove the filter bypass and run normally. Once the **Ceramic Motor Seal** has cured in the cooling system, it will not re-liquify and as such it will not clog the filter. During the treatment period of either product you must bypass the filter. Since **All-Weather Seal** is meant to be left in the cooling system, as long as the **All-Weather Seal** product is flowing in your cooling system, the filter bypass must remain in place.