

## Caution: check clearance around construction rivets

You will see that the active, stopper and control layers of Permaseal MLS-R cylinder head gaskets are held together with brass construction rivets.

For each head gasket, the rivets are placed strategically to prevent them being compressed between the cylinder head and cylinder block castings.

For any engine, variations in cylinder head and block castings may be found. This could be due to design improvements, casting / tooling changes or even the introduction of replacement and aftermarket heads and blocks.

As such, when fitting Permaseal MLS-R cylinder head gaskets, it is critical that the location of all rivets are inspected. You must ensure that no part of any rivet will be compressed between the cylinder head and block.

If required, the brass rivets can be removed. Carefully drill out the rivets ensuring that no damage is caused to the black active layer coating, and that no debris finds its way between individual gasket layers. Only remove rivets that may foul.

Remember! Don't fit these head gaskets with chemical sealers. Also, ensure both cylinder head and cylinder block surfaces meet the required surface finish of **less than 0.50 micrometers Ra**.

NO PART of any rivet should be compressed between cylinder head and block

