

METALLIC SEAL UP

Part #3003

BENEFITS:

- Compatible with all antifreeze
- Does not contain sodium silicate or “Liquid Glass”
- Seals all coolant leaks permanently
- Leave in cooling system for future protection
- No cooling system draining or flushing required
- Stops radiator, freeze plug, heater core, head gasket, engine block, and cylinder head leaks permanently

- **MOTOR PURR METALLIC SEAL UP** is compatible with all types of antifreeze. This special formulation makes Seal Up unique from all other metallic sealers on the market.
- Sodium silicate “liquid glass” is NOT compatible with ethylene glycol (the main ingredient in antifreeze). Mixing the two chemicals can actually plug up your cooling system.
- Because **MOTOR PURR METALLIC SEAL UP** is antifreeze compatible, no radiator draining or flushing is necessary. Saves you time and money.
- **MOTOR PURR METALLIC SEAL UP** can remain safely in the cooling system for future protection.
- Radiator, freeze plug and heater core leaks are sealed up in 10 minutes.
- Head gasket, engine block, and cylinder head leaks are sealed in 10 driving miles!
- **MOTOR PURR METALLIC SEAL UP** seals cooling system leaks permanent!
- “It works or it’s FREE!”

Instructions for Motor Purr Metallic Seal Up

For best results: on a cold engine, remove the radiator cap, with the engine off. Start engine and pour one bottle of **MOTOR PURR METALLIC SEAL UP** directly into the radiator.

Tip: If you start pouring the product 4 inches above the radiator, then raise the bottle 18-24 inches, the product will displace the coolant already in the radiator. No need to drain coolant!

Where there is no radiator cap on the radiator, remove one end of the upper hose and pour directly into the hose.

DO NOT POUR PRODUCT INTO THE OVERFLOW TANK!

Allow the engine to idle above 1,500 r.p.m until the engine comes to normal operating temperature or drive the vehicle for 10 miles.

For leaks in the heater core, a back flush procedure is recommended.

Juan's Tip: To save driving time on a blown head gasket, add product to radiator, warm up engine to operating temperature, use radiator pressure tester to pressurize the radiator (up to maximum pressure stamped on the radiator cap). The pressure will go down, so keep pressurizing the radiator until the pressure doesn't leak down anymore.