

Ensure you have all the equipment required to apply Marine-Tex®.

Items included in this kit:

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|---------------------------------------|----------------------------------|
| 1 - 2 oz. Kit of Marine-Tex® | 1 - 4 oz. Plastic Cup with Lid |
| 1 - Marine-Tex® MSDS Data Sheet | 1 - 2" x 6' 80 Grit Emery Cloth |
| 1 - 4 oz. Simple Green® Spray Cleaner | 1 - 2" x 6' 400 Grit Emery Cloth |
| 1 - 1 1/2" Plastic Putty Knife | |

Read instructions completely prior to mixing. Marine-Tex® has a working time of only 15 minutes.

For questions or assistance with this procedure contact customer service.

1. Use **Simple Green® Spray Cleaner** to clean the two mating surfaces of the piston and the exposed thread.
2. Extract the entire **Kit of Marine-Tex®** resin and hardener tubes into **Plastic Cup**. Mix quickly and thoroughly.

Note: If temperatures are below 40° F use an approved heating device to bring the work area and components to a temperature above 40° Fahrenheit.

3. Apply the mixed Marine-Tex® material liberally to the **bottom face** of the joint using **Plastic Putty Knife**.

Note: Do not apply to threads! Marine-Tex® has a working time of only 15 minutes.

4. Screw the two sections together as tight as possible.
5. Let the Marine-Tex® stand and cure for one hour (1 hr) at 75° Fahrenheit. If the work area temperature is less than 75°, allow for more curing or standing time.

Note: If temperatures are below 40° Fahrenheit use an approved heating device to bring the work area and components to a temperature above 40° Fahrenheit.

6. Ensure the Marine-Tex® has cured to a hardened state prior to sanding. Use **80 Grit Emery Cloth** to sand off all excessive dried material from the piston joint. Sand or dress the joint area approximately three inches (3") on each side of the joint for a total of six inches (6").

7. Sand the joint until the joint cannot be felt using your thumbnail as a gauge.

8. Use the **400 Grit Emery Cloth** to polish the joint to the desired smoothness.

Note: This surface should be as smooth as the rest of the piston.

