



INSTALLATION INSTRUCTIONS

P/N 35571

ENGINE BLOCK FILLER

THIS PART NUMBER IS COMPRISED OF 1-GALLON JUG WITH 7.5 LBS OF BLOCK FILLER.

Once a block has been filled, it cannot be “un-filled”, so follow the instructions carefully.

Begin with a clean, grease-free engine block. If you are filling a used block, have it “hot-tanked” and install new freeze plugs. Wash out the coolant jacket with a laundry or dish detergent and hot water, and flush it thoroughly with clean water. Make sure that the freeze plugs and drain plugs are installed, and set up the block where you want to pour it. Pick a spot where it can stay for a few days and not be in the way. Place a bubble level on the deck surface of the block and level it side-to-side and front to rear.

Temperature and amount of water are the basics to consider when preparing the grout. The hotter the water, the faster the grout will solidify. Cool or cold water allows extra time to work with the filler before it sets up. (In a very cold environment you may want to use warm water or heat the block to accelerate the hardening process.) The amount of water affects curing time. The less water used, the stronger the block will be.

Mix two or three cups, or 12 to 24 oz. of cool tap water with a jug of Moroso Engine Block Filler. Start with a small amount of water and only add as much as you need to make the grout easy to pour. Shake the jug for two or three minutes to make a soupy consistency. Using a funnel, slowly pour about half of the mixture into the water jacket through any of the large water passages in the deck surface.

Tamping the mixture is necessary to ensure a dense, uniform fill. If you have an air chisel, use it with a blunt ended tool. Move the chisel back and forth from front to rear on the outside of the block, and in the same direction inside the valley. This removes any air pockets, and assures correct filling of the block. If you do not have an air chisel, use the flat end of a ball-peen or dead blow hammer to sharply rap the block in the areas mentioned. Shake the remaining mixture in the jug and pour it into the water jacket. This procedure should be followed with each jug of block filler.

The amount of filler you use is a matter of preference. If the grout’s main function is to dampen unwanted harmonics, you can use much less than if it is being used to support thin cylinder walls. On SBC and BBC engines, the highest point of fill is usually to the bottom of the water pump holes. This allows free circulation of the coolant around the top of the cylinders and through the heads, yet gives maximum strength over most of the height of the cylinder wall. Fill the block to the desired height all at once rather than letting it harden and adding more filler later. BBC and SBC engines will require slightly less than two full jugs per side to fill them to the recommended height. If you are unsure of the amount of filler you need, test fill the block with a measure amount of water beginning the procedures.

Allow the side of the block that has been poured to harden overnight. The next day you can repeat the procedure to fill the water jacket on the other side of the block.