



26 Elizabeth Street, Castlemaine 3540

Dear customer,

I thank you for choosing our product and I hope to be of service to you in the future. It is possible you are fully aware of what I am about to explain so please excuse me for doubting your knowledge.

When preparing the engine parts for coating they are subjected to different processes that fill them with grit and it is very important to clean them thoroughly before assembly.

Remove all oil gallery plugs to clean the gallery thoroughly and make sure any spit holes are clear. Clean engine parts with Solvent and NOT CAUSTIC based liquids as these will remove the coating and also damage alloy parts. Any studs that require sealant or glue must be removed cleaned and refitted with the correct sealant or glue.

The valve seat and valve faces may have been coated and this must be removed for the valve to work successfully.

Pistons must be thoroughly cleaned with a solvent like turpentine (nothing stronger) allowed to dry thoroughly, then oil the skirts prior to assembling into the engine. Always be sure you clean the bore thoroughly, use the white rag test.

Any areas of a part that may have coating on it (eg. Bearing or Seal surfaces) can be removed by careful rubbing with 400-grit emery tape, thoroughly clean part after.

You have chosen the best coatings for your engine parts and if you follow the basic instructions given above we believe you will have success in engine performance and reliability.

If you have any further questions please don't hesitate to call me on 5470 6416

Disclaimer:

JET-HOT takes all care to clean the parts before they are returned. The engine assembler must check cleanliness, inside and out of all components that have been coated. Therefore **JET-HOT** take no responsibility for any damage that may occur from loose fragments of grit or from any occurrence during return transport.

Piston manufactures use all kinds of metal and other elements in combinations of metals alloys in the production of pistons. When the coating is applied, the pistons are subjected to re-heating. This re-heating may alter the structure of the metal. When **JET-HOT** receive pistons we are unable to identify the alloys that may be more susceptible to this phenomenon. The coating application system used to apply the coating demands the piston be re-heated over the critical temperature that this phenomenon may occur. Therefore **JET-HOT** make no claim that a set of pistons will not suffer from this phenomenon and fore warn all customers. **JET-HOT** take all care and caution when applying the coating endeavoring not to cause any changes in the piston.

Customer Service
03 5470 6416

www.jet-hot.com.au
www.jethotdirect.com

Sales Order Line
1800 700 468